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SECRETARY OF THE AIR FORCE**



**AIR FORCE INSTRUCTION 11-2RQ-1,  
VOLUME 1**

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***Flying Operations***

***RQ-1--CREW TRAINING***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This volume implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. This volume establishes minimum Air Force standards for training and qualifying personnel who operate United States Air Force (USAF) RQ-1 aircraft and applies to all RQ-1 units. This volume does not apply to Air National Guard (ANG) or Air Force Reserve Command (AFRC) units and members. Major commands (MAJCOMs)/Direct Reporting Units (DRUs)/Field Operating Agencies (FOAs) will forward proposed MAJCOM/DRU/FOA supplements to this volume to Headquarters (HQ) USAF/XOOT through HQ Air Combat Command (ACC)/DOT for approval prior to publication in accordance with (IAW) AFD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOT and the user MAJCOM/DRU/FOA offices of primary responsibility (OPR). Field units below MAJCOM/DRU/FOA-level will forward copies of their supplements to this volume to their parent MAJCOM/DRU/FOA OPR for post-publication review. **NOTE:** The terms DRU and FOA used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Maintain supplement currency by complying with AFI 33-360V1, *Publications Management Program*.

See paragraph **1.3.** of this volume for guidance on submitting comments and suggesting improvements to this publication.

The Privacy Act of 1974 affects this volume. The Privacy Act System Number F011 AF XO A, *Air Force Operations Resource Management Systems (AFORMS)*, covers required information. The authority for maintenance of the system is *Title 37 United States Code*, Section 301a, Incentive pay; Public Laws 92-204, Section 715, *Department of Defense (DoD) Appropriation Act for 1972, December 18, 1971*; 93-570 *Continuing Appropriations, 1975, February 28, 1975*; and 93-294, *Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976*, with changes 1 and 2; Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons, November 22, 1943*; DoD Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report*; and AFI 11-401, *Flight Management*. The reporting requirements in this volume are exempt from licensing IAW paragraph 2.11.10 of

AFI 37-124, *The Information Collections Reports Management Program--Controlling Internal, Public, and Interagency Air Force Information Collections*.

The Paperwork Reduction Act of 1974 as amended in 1996 and the Air Force Forms Management Program IAW AFI 37-160V8, *The Air Force Publications and Forms Management Program--Developing and Processing Forms* affect this volume.

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## CHAPTER 1

### GENERAL GUIDANCE

#### 1.1. References, Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

#### 1.2. Responsibilities:

1.2.1. HQ ACC Directorate of Aerospace Operations (HQ ACC/DO) is the responsible agency for this volume IAW AFPD 11-2 and AFI 11-202V1. HQ ACC/DO will:

1.2.1.1. Chair semi-annual ACC Realistic Training Review Boards (RTRBs) to review ground and flying training requirements and programs for Combat Air Forces (CAF) units. RTRB participants will include applicable ACC active and reserve component representatives. HQ ACC/DO will invite MAJCOM DOs/XOs with major weapons systems for which ACC is the lead command to send representatives and/or inputs.

1.2.1.2. Process all change requests.

1.2.1.3. Determine training requirements to meet expected wartime tasking, contingency operations, and other unit missions.

1.2.1.4. Submit MAJCOM supplements to this volume to HQ USAF/XOOT for approval before publication.

1.2.1.5. Review subordinate unit supplemental instructions and training programs annually.

1.2.2. Wings/groups will:

1.2.2.1. Develop programs to ensure training objectives are met. Assist subordinate units in training program management, ensure training programs meet unit needs, and provide necessary staff support.

1.2.2.2. Attach wing-/group-level crewmembers to a flying squadron.

1.2.2.3. Except when otherwise mandated, designate the training level to which each wing-/group-level and above staff crewmember will train. Upon request, provide HQ ACC/DOTR with a list of Basic Mission Capable (BMC)- and Combat Mission Ready (CMR)-designated staff crewmember manning positions. Review programs and manning position designations annually.

1.2.2.4. If applicable, forward supplements to this volume and other supporting documents to HQ ACC/DOT for review. Review supplements annually.

1.2.2.5. Identify training shortfalls that adversely impact combat capability. Units are required to submit, through appropriate channels, anticipated shortfall reports each quarter to ACC/DOTR (due 31 Jan, 30 Apr, 31 Jul). Prior to submitting the annual report, units are reminded to prorate incomplete training. See [Attachment 4](#) for Training Shortfall Report format. Negative reports are required only on the annual report.

1.2.3. Squadron (SQ) supervision will:

1.2.3.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached crewmembers.

1.2.3.2. Ensure review of training and evaluation records of newly assigned crewmembers and those completing formal training to determine the training required for them to achieve BMC or CMR and to ensure compliance with provisions of this volume.

1.2.3.3. Orient Ready Aircrew Program (RAP) missions to developing basic combat skills or practicing employment that simulates conditions anticipated in the unit mission. Provide guidance to ensure logging of only effective RAP missions as RAP sorties. See [Attachment 2](#) for RAP mission definitions.

1.2.3.4. Determine missions and events in which individual BMC crewmembers will maintain qualification versus familiarization.

1.2.3.5. Determine utilization of BMC crewmembers.

1.2.3.6. Determine how many and which BMC and CMR crewmembers will carry special capabilities and/or qualifications.

1.2.3.7. Identify supervision levels required to accomplish required training, unless specifically directed.

1.2.3.8. Assist the wing and group in developing the unit training programs.

1.2.3.9. Monitor currencies and requirements for individual assigned/attached crewmembers.

1.2.3.10. Ensure crewmembers only participate in sorties, events, and tasks in which they have adequate preparation, training, and currency.

1.2.4. Individual crewmembers will:

1.2.4.1. Hand carry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.4.2. Be responsible for completion of training requirements and currencies within the guidelines of this volume.

1.2.4.3. Ensure they participate only in ground and flying activities for which they are qualified, current, and prepared.

**1.3. Processing Changes.** Forward recommendations for change to this volume to HQ ACC/DOT, 205 Dodd Blvd, Suite 101, Langley AFB, VA 23665-2789, on AF Form 847, **Recommendation for Change of Publication**. HQ ACC/DOT will staff/consolidate recommended changes and forward proposed interim changes to HQ USAF/XOOT, 1480 Air Force Pentagon, Washington DC 20330-1480. HQ USAF/XO is the approval authority for changes to this volume. Handle time-sensitive changes by immediate-action message.

**1.4. Training.** Training programs are designed to progress individual crewmembers from Initial Qualification Training (IQT) or Transition/Re-qualification Training (TX), to Mission Qualification Training (MQT), and finally to Continuation Training (CT).

1.4.1. IQT and TX provide the training necessary to initially qualify crewmembers in a basic position and flying duties without regard to the unit's mission. Upon completion of IQT or TX, the crewmember attains Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for gen-

eral officers above the wing level, BAQ is not a long-term qualification status. Waiver authority for any crewmember, other than general officers, to remain BAQ is HQ ACC/DO.

1.4.2. MQT provides the training necessary to initially qualify or re-qualify crewmembers in a specific position and flying duties to perform the missions assigned to a specific unit. RQ-1 crewmembers complete IQT and the flying portion of MQT at the Formal Training Unit (FTU). Completion of the FTU combined IQT/MQT or an FTU instructor course is a prerequisite for BMC and CMR. Refer to [Chapter 3](#) for completion of MQT under other-than-normal circumstances and for ground MQT requirements.

1.4.3. There are two aspects of CT. The first consists of crewmember training in the basic flying skills contained in [Table 4.3](#). These skills (Non-RAP requirements) ensure safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.4. RAP is the CT program designed to focus training on capabilities needed to accomplish a unit's core-task missions. With completion of IQT/TX and MQT, a crewmember has received training in all the basic missions of a specific unit, unless excepted in [Chapter 3](#). Units then assign the crewmember to either a CMR position or a BMC position.

**1.4.4.1. CMR.** The minimum training required for crewmembers to achieve and maintain qualification and proficiency in all of the primary core missions tasked to their assigned unit and weapons system.

**1.4.4.2. CMR Positions.** All CC-coded unit squadron-level positions, flying squadron commander (SQ/CC) and squadron operations officer (SQ/DO) positions are designated CMR positions. OG/CCs may designate wing-level positions not assigned to the flying squadron as CMR. (**EXCEPTION:** If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document [UMD] crewmembers to CMR and designate the overage BMC. In this case, give priority to inexperienced crewmembers with at least 50%, if available, designated CMR.) CMR crewmembers maintain proficiency and qualification in all core missions of their assigned or attached flying unit. CMR crewmembers maintain currencies that affect CMR status, accomplish all core-designated flight training (sorties and events), and complete all mission ground training. Failure to complete this training or maintain these currencies results in regression to non-CMR (N-CMR) status unless waived by appropriate authority. While N-CMR, crewmembers may perform missions (including exercises and contingencies) in which they are current, qualified, and either familiar or proficient, similar to BMC crewmembers.

**1.4.4.3. BMC.** The minimum training required for crewmembers to achieve and maintain familiarization in all primary missions (BMC crewmembers may maintain full qualification and proficiency in some missions) tasked to their assigned unit and weapons system.

**1.4.4.4. BMC Positions.** All wing crewmember positions not designated by the OG/CC as CMR are designated BMC positions. Assign BMC designations to crewmembers whose primary job performing is wing supervision or staff functions that directly support the flying operation or are FTU instructors or operational test crews. However, these crewmembers provide additional sortie generation capability, either in place of or in addition to, the personnel assigned to the flying squadrons. BMC crewmembers maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC crewmembers must be able to attain proficiency

and qualification in 30 days or less. BMC crewmembers accomplish all mission-related ground training designated by their attached SQ/CC. BMC crewmembers may deploy and participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC-required training results in regression to non-BMC (N-BMC) status. While N-BMC, crewmembers may not perform RAP training sorties without supervision (per paragraph 1.5.4.) until SQ/CC approved re-certification program is complete.

**1.4.4.5. N-CMR/N-BMC.** Crewmembers who regress to N-CMR/N-BMC status will accomplish a program to regain CMR/BMC status IAW paragraph 4.7.1.2.

**1.4.4.6. Specialized Training.** Specialized training is training in any special skills that is not required by every crewmember, but is necessary to carry out the unit's assigned missions. Specialized training consists of upgrade training such as instructor upgrade, etc., as well as CT to maintain proficiency and qualification in unit-tasked special capabilities and missions. Normally, accomplish specialized training after a crewmember achieves CMR/BMC status. Specialized training requirements are usually in addition to CMR/BMC requirements. Unless otherwise specified, crewmembers in CMR or BMC positions may hold special capabilities and/or qualifications as long as they accomplish any additional training requirements.

## **1.5. Training Concepts and Policies:**

1.5.1. Design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, crewmember capabilities, and safety. This volume provides training guidelines and policies for use with operational procedures specified in applicable flying and operations publications.

1.5.2. ACC Training Support Squadron (ACC TRSS) will develop and validate training programs when and where tasked by HQ ACC/DO. Designated test units (CB-coded) may develop syllabi to upgrade Operational Test Crewmembers in support of specific test plans. The OG/CC approves these syllabi and submits them to ACC TRSS.

1.5.3. Design training missions to achieve combat capability in squadron-tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training missions should emphasize either basic combat skills or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use procedures and actions applicable to combat scenarios (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, intelligence briefing and debriefing).

1.5.4. Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. Mission objectives that include introduction to tasks or instruction to correct previous discrepancies may require an instructor.

1.5.5. Units will not require crewmembers to accomplish ground and/or ancillary training except as required by this volume or AFI 36-2201, *Developing, Managing, and Conducting Training*.

1.5.6. Training will include use of crewmember training devices as much as possible.

## **1.6. RAP Policy and Management:**



- 1.6.1. The crewmember training cycle is 12 months--1 October through 30 September. Units will complete training requirements during the appropriate training cycle unless specifically excepted.
- 1.6.2. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus specific associated events as determined by the MAJCOM and unit commanders.
- 1.6.3. The total number of RAP sorties for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie and mission types is a guideline to follow as closely as possible, but minor variances are authorized. Variations in sortie and mission types may be a basis for regression as determined by the SQ/CC. The SQ/CC determines qualification in a mission after considering MAJCOM guidance and the individual's capabilities.
- 1.6.4. An effective RAP training sortie requires accomplishing a tactical mission profile or a building-block type sortie. Each profile or sortie requires successfully completing a significant portion of the events applicable to that sortie type, as determined by the SQ/CC and [Attachment 2](#).
- 1.6.5. The SQ/CC's first priority is to train all designated crewmembers to CMR.
- 1.6.6. Progression from BMC to CMR requires:
  - 1.6.6.1. A one-month lookback at the higher sortie rate.
  - 1.6.6.2. Qualification in all core missions and events training required at CMR.
  - 1.6.6.3. Confirmation that the progressed crewmember can complete the prorated number of sortie and event requirements remaining at CMR by the end of the training cycle.
  - 1.6.6.4. Completion of mission-related ground training, including a current verification.
  - 1.6.6.5. SQ/CC CMR certification.
- 1.6.7. SQ/CCs determine and assign crewmembers that will train for and maintain special capabilities or qualifications. Normally, accomplish specialized training in addition to baseline CMR/BMC sortie and event requirements.
- 1.6.8. CMR and BMC crewmembers will fly the required monthly sortie rate. If unable, refer to paragraph [4.7.](#), Regression.
- 1.6.9. Base end-of-cycle training requirements on the crewmember's experience level on the last day of the current training cycle.
- 1.6.10. New units may fly crewmembers in CMR positions at the BMC rate until 1 month prior to the operationally-ready date if the utilization rate (UTE) rate will not support CMR sortie rates. Fly CMR crewmembers at a CMR rate for the month prior to initial operational capability (IOC) date.

## **1.7. RAP Training Sortie Program Development:**

- 1.7.1. RAP sortie and event requirements (see [Attachment 2](#) for definitions) apply to CMR and BMC crewmembers as well as those individuals carrying special capabilities or qualifications and are IAW the RAP tasking message. The standard sortie requirements at [Table 1.1.](#) establish the minimum number of sorties per training cycle for BMC and CMR levels of training. The RAP tasking message takes precedence over this volume and may contain an updated sortie requirement or missions, events, and currencies not yet incorporated in [Table 1.1.](#), [Table 1.2.](#), [Table 4.2.](#), [Table 4.3.](#), and [Table 4.4.](#) or in [Attachment 2](#).

1.7.2. Non-RAP requirements such as Local Proficiency Sorties (LPSs) are in addition to RAP requirements. These sorties ensure maintenance of basic crewmember skills. Crewmembers may log non-RAP events on RAP sorties provided there is no affect on RAP sortie effectiveness. Unit flying hour programs contain sorties for crewmembers to accomplish their minimum non-RAP requirements.

1.7.3. Consider collateral or cost-of-business sortie requirements when developing unit flying hour programs. These sorties do not directly relate to combat employment or basic skills training but are necessary for accomplishment of day-to-day unit operations. Functional check flights and air shows are in this category. RAP training does not require these sorties. For the annual training cycle, the MAJCOM allocates units a block of sorties, adjusted for local conditions and circumstances, for these purposes.

1.7.4. Unit flying hour programs contain a number of attrition sorties that compensate for non-effective training sorties. Log a non-effective sortie when not accomplishing a major portion of valid training for a planned RAP or non-RAP training mission due to poor weather, air aborts, etc. In order to allocate accurate numbers of attrition sorties to unit flying hour programs, it is essential that units appropriately log non-effective sorties.

**Table 1.1. RQ-1 Total RAP Annual Sortie Requirements.**

<b>CYCLE</b>	<b>BMC Inexperienced (INEXP)/Experienced (EXP)</b>	<b>CMR INEXP/EXP</b>
<b>Pilots</b>		
Annual Total	68/48	84/60
3-Month Lookback	17/12	21/15
1-Month Lookback	6/4	7/5
<b>Sensor Operators (SOs)</b>		
Annual Total	52/40	68/48
3-Month Lookback	13/10	17/12
1-Month Lookback	5/4	6/4

## **1.8. Training Records and Reports:**

1.8.1. Units will maintain crewmember records for individual training and evaluations IAW AFI 11-401; AFI 11-202V1; AFI 11-202V2, *Aircrew Standardization/Evaluation Program*; AFMAN 37-139, *Records Disposition Schedule*, Table 36-44; and appropriate MAJCOM directives.

1.8.2. Track the following information for all crewmembers (as applicable):

1.8.2.1. Ground training.

1.8.2.2. Requirements and cumulative accomplishment of individual sorties, RAP sortie types, and events for the training cycle.

1.8.2.3. RAP sortie requirements and accomplishments using one-month and three-month running totals for look-back.

1.8.2.4. Currencies.

1.8.3. Units may fill in AFORMS "NO DATE" with either the date of the last FTU or USAF Weapons School (USAFWS) equivalent accomplished, or the unit mission-certification date.

**1.9. Mission Recording.** Crewmembers should use and assess all available training documentation such as eight-millimeter (mm) tape recorders on all missions. Crewmembers should review applicable portions of mission tapes to enhance training.

**1.10. Crewmember Utilization Policy:**

1.10.1. Commanders will ensure wing-, group-, and squadron-assigned crewmembers fill authorized positions IAW unit manning documents. In addition, commanders will ensure proper designation of status for wing-, group-, and squadron-assigned crewmembers. The overall objective is that crewmembers perform combat-related duties. Supervisors may assign crewmembers to valid, short-term tasks (escort officer, Flying Evaluation Board/mishap board member, etc.), but must continually weigh the factors involved, such as level of crew tasking, flying proficiency, currency, and experience. For inexperienced crewmembers in the first year of their initial operational assignment, supervisors will limit non-flying duties to those related to combat activities.

1.10.2. Commanders must ensure that RQ-1 crewmembers assigned duties are commensurate with their level of assignment. Units may assign the following duties required by various publications to CAF squadron-level crewmembers: tactics officer, programmer, flying safety officer, supervisor of flying, mobility/contingency plans officer, training officer (except AFORMS documentation), SQ standardization/evaluation liaison officer, squadron life support officer, electronic combat officer, and other duties directly related to flying operations. Do not attach squadron-assigned RQ-1 crewmembers to wing/group staffs or man wing/group staff positions with squadron-assigned RQ-1 crewmembers unless total wing/group/squadron RQ-1 crew manning is 100 percent or better. In some instances, such as squadron-assigned flying safety officers, units may attach squadron-assigned RQ-1 crewmembers to the wing. Commanders (CCs) will assure wing-and-above staff crewmembers perform duties justified in MAJCOM manpower standards documents and fill positions authorized in UMDs.

1.10.3. Crewmembers will not perform long-term duties that detract from their primary duties of training for, or performing, the unit flying mission.

**1.11. Sortie Allocation Guidance:**

1.11.1. Inexperienced crewmembers should receive sortie allocation priority over experienced crewmembers. Crewmember experience level definitions are in [Attachment 1](#), Terms. Priorities for sortie allocation are as follows:

**1.11.1.1. Combined Formal Training (TF-Coded) and Operational Units (CC-Coded).** Formal syllabus training, squadron-assigned CMR, squadron-assigned MQT, wing-assigned CMR, wing-assigned MQT, BMC, BAQ, and others.

**1.11.1.2. Operational Units (CC-Coded).** Squadron-assigned CMR, squadron-assigned MQT, wing-assigned CMR, wing-assigned MQT, BMC, and BAQ.

**1.11.1.3. Test, USAFWS, and Tactics Evaluation Units.** Requirements directed by MAJCOM, training required to prepare for assigned projects and tasking, BMC training requirements that cannot be accomplished on primary missions.

1.11.2. Wing crewmember authorizations are IAW unit manning documents.

1.11.3. Above-wing-level and test unit crewmember authorizations are IAW AFI 11-401 and MAJCOM guidance. Above-wing-level and test unit crewmembers will fly the BMC rate; however, do not require them to complete BMC-specific missions and events or meet monthly lookback requirements. They will accomplish non-RAP requirements within their BMC number of sorties. Units should provide assigned crewmembers adequate resources to maintain minimum training requirements; however, the support will not come at the expense of the flying squadron's primary mission. If units cannot meet attached crewmember requirements, they must request relief IAW AFI 11-401, ACC Sup. Units requiring flying hour adjustments for attached crewmembers must request program changes IAW MAJCOM instructions.

1.11.4. There is no maximum sortie requirement for CMR crewmembers. [Table 1.2.](#) defines the minimum and maximum sortie requirements for other crewmembers. On occasion, unique and/or valid operations may require a crewmember to fly more than the maximum number of sorties authorized; however, this may impact training of other crewmembers.

**Table 1.2. RQ-1 Sortie Requirements for Other-Than-Squadron-Level Crews.**

Crew Position	CT Status (Minimum Sortie Requirement)	Unit's Aircraft Code	Organization Level	Maximum Sortie Allowance (INEXP/EXP)
Pilot/SO	CMR	CC	Wing and above	As required by qualifications
Pilot	BMC	CC	Wing	72/54
SO	BMC	CC	Wing	60/44
Pilot/SO	BMC	TF	Wing	As required by Programmed Flying Training
Pilot	BMC	CC or TF	Above Wing	BMC Rate
SO	BMC	CC or TF	Above Wing	BMC Rate
Any	BAQ	Any	Any	BMC Rate

## **1.12. Waiver Authority:**

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP Tasking Message and for all provisions in [Chapter 4](#) and [Chapter 5](#) of this volume is the OG/CC. Unless specifically noted otherwise in the appropriate section, the waiver authority for all other provisions of this volume is HQ ACC/DO.

1.12.2. Forward requests for waiver to this volume directly to HQ ACC/DOT.

1.12.3. Waivers to this volume are valid until the end of the training cycle.

## CHAPTER 2

### FORMAL TRAINING

**2.1. General.** This chapter outlines the conduct of formal training. Formal training includes combined IQT/MQT, TX, instructor upgrade training, and senior officer training. Normally, individuals complete formal syllabus course training at the combined FTU/operational squadron. In exceptional circumstances, when FTU training is not available within a reasonable time period, operational units may conduct combined IQT/MQT, TX, instructor, and senior officer formal training IAW provisions of this chapter using appropriate USAF training course syllabus tracks, flow programs, and requirements.

#### **2.2. Waivers:**

2.2.1. HQ ACC/DO is the approval authority for operational units to conduct formal training and is the waiver authority to change syllabus requirements for formal training conducted by operational units. Forward waiver requests through HQ ACC/DOT.

2.2.2. The commander, ACC (COMACC) is the approval authority for non-formal course IQT for colonel selects and above conducted at the unit to which the officer is assigned/attached.

2.2.3. Units will use appropriate channels when requesting approval to conduct formal training at other than the FTU. The requests will include the following:

2.2.3.1. Justification for operational unit training in place of FTU training.

2.2.3.2. Summary of individual's flying experience.

2.2.3.3. Date training will begin and expected completion date.

2.2.3.4. Requested exceptions to formal course syllabus, with rationale.

**2.3. Prerequisites.** Course prerequisites are IAW this instruction, the appropriate formal course syllabus and Air Force Education and Training Course Announcements (ETCA) at site <https://etca.keesler.af.mil/>, *USAF Formal Schools*. Individuals arriving at the FTU without all prerequisites met or waived may be denied entry into training.

**2.4. Ground Training.** Units may tailor ground training to individual background and experience or peculiar local conditions. Use available and current reference materials such as AFTTP 3-1V29, *Tactical Employment--RQ-1*, instructor guides, and audiovisual programs as supporting materials to the maximum extent possible. Accomplish simulator missions in an approved RQ-1 Operational Flight Trainer (OFT) or a part-task trainer (PTT).

#### **2.5. Flying Training:**

2.5.1. Mission sequence and prerequisites will be IAW the appropriate formal course syllabus flow chart and supervision requirements.

2.5.2. Crewmembers must complete training within the time specified by the approved syllabus. Failure to complete training within the specified time limit requires notification through channels to HQ ACC/DO with crewmember's name, rank, reason for delay, planned actions, and estimated completion date.

2.5.3. Formal course syllabus mission objectives and tasks are minimum requirements. The SQ/CC may authorize incorporation of additional training events into the program, based on student proficiency and background. Additional training due to student non-progression is available within the constraints of the formal course syllabus. SQ/CCs may add discretionary additional training sorties as required.

2.5.4. Successful completion of formal course training requires the upgrading crewmember to complete a flight evaluation IAW AFI 11-202V2, and AFI 11-2RQ-1V2, *RQ-1--Aircrew Evaluation Criteria*.

**2.6. Combined Initial and Mission Qualification Training.** Qualifies new crewmembers in the RQ-1. The syllabus covers IQT and the flying portion of MQT. Prerequisites and time limitations are listed in the RQ-1 basic course syllabus and the Air Force ETCA at site <https://etca.keesler.af.mil/Error! Bookmark not defined.>, *USAF Formal Schools*.

**2.7. Re-qualification Training.** Re-qualifies non-current RQ-1 crewmembers. Prerequisites and time limitations are listed in the RQ-1 re-qualification course syllabus and the Air Force ETCA at site <https://etca.keesler.af.mil/>, *USAF Formal Schools*.

**2.8. Instructor Upgrade Training.** Qualifies selected crewmembers for instructor duty. The minimum requirements for crewmembers identified by the SQ/CC to upgrade to instructor are listed below. OG/CCs may waive selected instructor prerequisites. Instructor candidates will complete the Instructor Upgrade Training (IUT) course as defined in the RQ-1 Pilot and SO Instructor Syllabus and the Air Force ETCA at site <https://etca.keesler.af.mil/>, *USAF Formal Schools*.

**2.8.1. Instructor Pilot (IP) Training.** Pilots selected for instructor upgrade must have:

2.8.1.1. 1000 hours total pilot flying time (not including SUPT time) of which 100 hours are PAI (not including "other" time), or

2.8.1.2. 500 hours total pilot flying time (not including SUPT time) of which 200 hours are PAI (not including "other" time).

**2.8.2. Instructor SO (ISO) Prerequisites.** SOs selected for instructor upgrade must have:

2.8.2.1. 500 hours total flying time of which 100 hours are PAI (not including "other" time), or

2.8.2.2. 150 hours PAI (not including "other" time).

## **2.9. Senior Officer Formal Training:**

2.9.1. Conduct all formal training courses for senior officers (colonel selects and above) at the FTU unless waived IAW paragraph 2.2. above.

2.9.2. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives (the syllabus waiver authority is HQ ACC/DOT).

2.9.3. Senior officers trained at the FTU at their assigned base are in formal training status and they will turn over their unit duties to appropriate deputies or vice commanders until training completion. COMACC is the approval authority for exceptions to this policy.

## CHAPTER 3

### MISSION QUALIFICATION TRAINING

**3.1. General.** MQT is a training program that upgrades newly assigned crewmembers to BMC or CMR to accomplish the unit mission. RQ-1 MQT is primarily an FTU program conducted as a part of formal syllabus IQT or TX courses. Some unit training (verification and initial chemical warfare [CW]) is required to complete MQT. In unusual circumstances, MQT training normally accomplished at the FTU may be accomplished with OG/CC approval at the operational reconnaissance squadron. Operational units will ensure MQT sorties/events not accomplished during IQT/TX are completed prior to declaring the individual BMC/CMR. Units may tailor their MQT program for all crewmembers, based on current qualification, experience, currency, documented performance, and formal training.

3.1.1. Crewmembers will complete all MQT not accomplished during IQT/TX plus initial verification and initial CW MQT within 120 calendar days. The 120-day timing starts on the crewmember's first duty day at the gaining operational unit. If the crewmember elects to take leave prior to entry into MQT, the timing begins after termination of the leave. SQ/CC certification is required for BMC or CMR status. SQ/CCs may certify individuals to BMC/CMR who have completed MQT training through a mission flight evaluation prior to completion of initial verification and CW training. Failure to complete the initial verification and CW training within the 120 calendar days will result in regression to N-CMR/N-BMC until qualification is complete. Notify HQ ACC/DO if training exceeds 120 calendar days.

3.1.2. Crewmembers in MQT will not fly in Flag, Air Warrior, or Cope Thunder exercises.

3.1.3. Establish currency and frequency dates by the date the event/sortie was last accomplished regardless of training status.

### 3.2. Ground Training:

3.2.1. Units will develop blocks of instruction covering areas pertinent to the mission as determined by the SQ/CC. Units may credit training accomplished during IQT/TX toward this requirement.

3.2.2. For initial verification, each crewmember (not required for BMC) will demonstrate a satisfactory knowledge of the squadron's assigned mission to a formal board. The SQ/CC establishes the board composition. Desired composition is SQ/CC or SQ/DO (chair), tactics, intelligence, and plans representatives. Suggested briefing guide is at [Attachment 3](#).

**3.3. Simulator Training.** In the event MQT was incomplete at the FTU, units will ensure crewmembers complete appropriate mission qualification simulator training and evaluation to address the incomplete syllabus requirements prior to declaring individuals BMC/CMR. Accomplish simulator training in an approved RQ-1 OFT. See paragraph [3.5](#). below for CW simulator requirements.

**3.4. Flying Training.** In the event MQT was incomplete at the FTU, units will ensure crewmembers complete appropriate mission qualification flying training and evaluation to address the incomplete syllabus requirements prior to declaring individuals BMC/CMR. Squadron commanders are responsible for developing unit-specific MQT programs based on typical squadron mission profiles.

3.4.1. MQT flying training requires a squadron supervisor or instructor unless specified otherwise.



3.4.2. If more than 14 calendar days elapse between sorties, the SQ/CC may authorize an additional review sortie before continuing in the program.

3.4.3. Fly the mission evaluation check flight IAW AFI 11-202V2, AFI 11-2RQ-1V2, and local standardization/evaluation criteria on a mission profile representing the unit's primary mission tasking.

**3.5. Chemical Warfare.** Accomplish IAW AFI 32-4001, *Disaster Preparedness Planning and Operations*, and MAJCOM guidance. The intent of CW training is to integrate crewmember training with other functional areas (maintenance, intelligence, security, etc.) required to conduct combat operations in a CW environment. CW training is applicable to all CMR/BMC crewmembers assigned or deployable to chemical high threat areas.

**3.5.1. Initial CW Training (ICWT).** ICWT provides initial crewmember qualification and proficiency in the overall use of CW protective ensemble and familiarizes crewmembers with combat capabilities while wearing CW equipment.

**3.5.2. Ground Training.** All crewmembers will complete Phase I and Phase II training IAW, AFI 32-4001 and MAJCOM supplements. Accomplish the following training prior to the first OFT with CW gear:

3.5.2.1. Physiological effects/first aid of chemical agents and protective gear.

3.5.2.2. Equipment orientation/fitting of full CW ensemble. The full CW ensemble for RQ-1 crewmembers is the standard ground crew chemical protective suit, the MCU-2A/P chemical protective mask fitted with a communications microphone, and the aircrew 7mil chemical protective gloves.

**3.5.3. ICWT OFT.** Conduct an OFT CW mission in full CW ensemble. The mission will consist of a reconnaissance mission profile, emergency procedures, and doffing of simulated contaminated equipment IAW and including current shelter processing procedures.

**3.5.4. CW Certification.** SQ/CCs will certify crewmembers as CW qualified upon the completion of all initial ground and OFT training.

**3.5.5. CW CT Requirements.** Units may credit the initial CW OFT mission toward current training cycle CW CT requirements.



## CHAPTER 4

### CONTINUATION TRAINING

**4.1. General.** This chapter outlines ground and flying training requirements for CMR, BMC, and BAQ crewmembers. Units must ensure crewmembers qualify IAW AFI 11-202V1, AFI 11-202V2, and AFI 11-2RQ-1V2. Crewmembers must complete IQT to fly in BAQ status, MQT or FTU instructor upgrade to fly in BMC status, or MQT to fly in CMR status.

**4.2. Ground Training.** Units may credit ground training accomplished during IQT/MQT toward CT requirements for the current training cycle. **Chapter 5** contains specialized programs with both flying and ground training requirements. The following paragraphs and **Table 4.1.**, Ground Training, comprise required crewmember ground training:

**4.2.1. Instrument Refresher Course.** IAW AFMAN 11-210, *Instrument Refresher Course Program*, and MAJCOM supplements (pilots only).

**4.2.2. Chemical Warfare.** Units will develop training plans and scenarios for CW training based upon anticipated tasking in a wartime environment. Disaster preparedness and intelligence personnel will coordinate on and support the CW training program as necessary. Conduct CW CT primarily through exercise scenarios complementing the unit's wartime training from small- to larger-scale exercises of sufficient duration to simulate chemical attack survival. Squadrons may incorporate CW scenarios into other unit exercises; however, CCs must give careful consideration to temperatures and the increased demands placed on personnel operating in CW gear. Crewmembers will participate in the following annual CW ground training events:

4.2.2.1. Donning the full CW ensemble.

4.2.2.2. Doffing of the CW ensemble using current shelter processing procedures.

4.2.2.3. Understanding the physiological effects of chemical agents and applying the appropriate first aid IAW AFI 36-2238, *Self-Aid and Buddy Care Training*.

**4.2.3. Simulator Training.** Accomplish training in an approved RQ-1 OFT or a PTT.

4.2.3.1. **Table 4.3.** depicts the minimum OFT training requirements. OFT sorties require instructor supervision in order to satisfy **Table 4.3.** annual requirements. Units may authorize crewmembers to conduct unsupervised simulator sorties for individual proficiency provided there is no interference with scheduled training. Unsupervised simulator sorties do not satisfy annual requirements. Conduct menu training on the personal-computer-based PTT or in the Ground Control Station (GCS). Menu training does not require supervision or an instructor unless an individual loses currency (see **Table 4.4.**). Units should determine additional CT training device supervision requirements based on expected employment tasking, training device capabilities, and mission training objectives.

4.2.3.2. Units will develop scenarios that cover all critical-action and instrument procedures, and will develop other scenario requirements based on expected employment tasking and training device capabilities. Place emphasis on training not readily attainable during daily flying activities. Units will review scenarios annually and update as required.

4.2.3.3. Accomplish unusual-attitude and inadvertent-weather-entry procedures training during all pilot OFT training. Unusual-attitude training will include recognition of display limitations.

4.2.3.4. Crewmembers may receive credit for training accomplished in special devices such as higher headquarters (HHQ) directed simulator test support, etc., if approved by the SQ/CC.

4.2.3.5. Each crewmember will accomplish an OFT in full CW ensemble once each training cycle. Within the mission profile, practice doffing simulated contaminated equipment. CW OFT missions complement existing OFT mission profiles. CW missions do not increase OFT requirements.

4.2.3.6. Accomplish emergency procedure (EP) missions in the OFT.

#### **4.2.4. Situational Emergency Procedures Training (SEPT):**

4.2.4.1. SEPT training is not an evaluation, but a review of abnormal/emergency procedures and aircraft systems operation/limitations during realistic scenarios. One crewmember should present a situation and another crewmember should discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Place emphasis on critical action procedures and squadron special interest items. Incorporate the following elements into squadron SEPT training programs:

4.2.4.1.1. SQ/CC involvement in the selection of a monthly SEPT topic.

4.2.4.1.2. Develop SEPT scenarios using RQ-1 mishaps/incidents as baseline cases.

4.2.4.1.3. Discuss at least two EPs for each phase of flight during the SEPT session.

4.2.4.1.4. Accomplish two SEPTs each training period with an instructor or SQ supervisor to include minimum fuel and emergency landing procedures.

4.2.4.2. Accomplish SEPT training each calendar month. Failure to accomplish SEPT training by the end of the month will result in grounding until subsequently completed.

4.2.4.3. Accomplish SEPT training in small flight-sized groups in order that all members participate to the fullest extent and share equal time responding to emergency situations. The RQ-1 OFT may be used for an SEPT, if available.

4.2.4.4. Completion of an OFT EP profile satisfies the monthly SEPT requirement. Instructors/Standardization/Evaluation Flight Examiners (SEFEs) administering the EP profile also satisfy their monthly SEPT requirements.

4.2.4.5. Formal course student SEPTs satisfy the monthly SEPT requirement for the instructor administering this training.

**4.2.5. Tactics/Electronic Combat (EC) Academic Training.** Units will establish an academic training program to satisfy MQT and CT tactics/EC requirements. Each training cycle requires tactics/EC academic training. Units may use audiovisual programs in place of academic instruction.

4.2.5.1. Academic instructors should be USAFWS graduates or have attended the applicable academic portion(s) of school, if possible.

4.2.5.2. Instruction and tests should include (as applicable), but are not limited to:

4.2.5.2.1. AFTTP 3-1V1, *General Planning and Employment Considerations*; AFTTP 3-1V2, *Threat Reference Guide and Countertactics*; and AFTTP 3-1V29.

4.2.5.2.2. Lessons learned.

4.2.5.2.3. Threat reviews.

4.2.5.2.4. Authentication and safe passage procedures.

4.2.5.2.5. EC training to enhance crewmember ability to conduct operations in an electronic environment. Units will design EC ground training programs. The OG/CC determines testing requirements for EC training.

4.2.5.2.6. On-scene commander (OSC) procedures.

#### **4.2.6. Verification:**

4.2.6.1. Continuation verification updates crewmembers on their squadron's wartime mission. Each crewmember will participate in a squadron initial/continuation verification every 18 months as a briefer, board member, or seminar participant. Crewmembers who participate in a unit deployment to a tasked theater of operations may receive credit for continuation verification.

4.2.6.2. Although BMC crewmembers are not required to accomplish an initial verification and/or participate in continuation verifications, they may do so to facilitate future upgrade to CMR status, at the discretion of the SQ/CC.

**4.2.7. Intelligence.** Closely align the intelligence training program with the unit tactics and EC training program. The OG/CC determines the focus and extent of academic training. Align intelligence academic training with projected wartime tasking, threats, and unit equipment. In addition to threat knowledge, crewmember intelligence training will include:

**4.2.7.1. Unit Intelligence Training.** Use guidance contained in AFI 14-104, *Conduct of Intelligence Activities*; AFI 14-105, *Unit Intelligence Mission and Responsibilities*; and MAJCOM guidance to develop and manage unit intelligence training programs. The OG/CC determines testing requirements for intelligence training.

**4.2.7.2. Sensor Operator Imagery Interpretation Training.** Sensor Operators who are Air Force Specialty Code 1N1X1s must maintain core competency knowledge, skills, and abilities as career imagery interpreters. Use assigned MAJCOM Command Intelligence Personnel Training Program (CIPTP), and the 1N1X1 Career Field Education and Training Plan (CFETP) to develop and manage Sensor Operator 1N1X1 skill-level and continuation training. Prioritize and focus the 1N1X1 CFETP and CIPTP training programs to expected theater(s) of operation. This 1N1X1 career field training does not affect CMR status; however, the rest of intelligence training does.

**4.2.7.3. Collection and Reporting.** Collection and Reporting training enables crewmembers to initiate crewmember-originated reports such as the in-flight report (INFLIGHTREP), the communication instructions for reporting vital intelligence sightings (CIRVIS), etc., and familiarizes them with information requirements of the intelligence-generated joint tactical air reconnaissance/surveillance mission report (MISREP) and intelligence report (INTREP).

**4.2.7.4. Current Intelligence.** Current Intelligence is mandatory and will cover significant military and political developments (including threat updates) in the squadron's mission areas of interest.

**4.2.7.5. Intelligence Oversight Program.** Units will conduct this annual training IAW DoD Directive 5240.1-R, *Procedures Governing the Activities of DoD Intelligence*; and AFI 14-104, paragraph 7.

**4.2.8. US/Russia Prevention of Dangerous Military Activities.** Conduct initial, annual refresher, and pre-deployment training for the Prevention of Dangerous Military Activities to ensure that all pilots are familiar with the agreement and the implementing provisions contained in Chairman Joint Chiefs of Staff Instruction (CJCSI) 2311.01, *Prevention of Dangerous Military Activities between the U.S. and Russia*. The procedures for the Prevention of Dangerous Military Activities between the U.S. and Russia are located in the Flight Information Handbook.

**4.2.9. Cockpit/Crew Resource Management (CRM).** Units will establish CRM CT IAW AFI 11-290, *Cockpit/Crew Resource Management Program*. CRM training builds upon the basic cockpit management skills taught in Specialized Undergraduate Pilot (SUPT) or Navigator Training and FTUs. Each crewmember will participate in one session per 24 months.

**4.2.10. Ground Training Requirements.** Ground training requirements, frequencies, references, and affects on grounding/CMR status are IAW [Table 4.1.](#), Ground Training.

**Table 4.1. Ground Training.**

Subject	Frequency	Reference Directive	Grounding	Affect CMR
<b>MOBILITY TRAINING</b>				
<b>These items required for mobility units or units that generate in place.</b>				
Self-Aid and Buddy Care Training	Initial and refresher every 2 Years	AFI 36-2238	No	No
Chemical Warfare Defense Ground Crew Ensemble	Initial & every 12 Months, N/A TF-coded units	AFPD 32-40, AFI 32-4001, and AFI 32-4002	No	No
Handgun Training	Initial & qualify. Requalify every 2 years	AFI 36-2226, <i>Combat Arms Training and Maintenance Program</i>	No	Yes
Intelligence Training	12 Months and as required	AFI 11-2RQ-1V1, <a href="#">Chapter 4</a> ; AFI 14-105; and MAJCOM Instructions	No	Yes
<b>CREWMEMBER TRAINING</b>				
Instrument Refresher (Pilots only)	Periodic	AFI 11-202V1 and V2, and AFMAN 11-210	No	No
Initial CW Defense Aircrew Ensemble	Prior to CW OFT	AFI 11-2RQ-1V1, <a href="#">Chapter 3</a>	No	Yes
CW Defense CT Aircrew Ensemble	12 Months	AFI 11-2RQ-1V1, <a href="#">Chapter 4</a> .	No	Yes

Subject	Frequency	Reference Directive	Grounding	Affect CMR
OFT Training	IAW <a href="#">Table 4.3.</a>	AFI 11-2RQ-1V1, <a href="#">Chapter 4</a>	Yes	No
SEPT	1 Month	AFI 11-2RQ-1V1, <a href="#">Chapter 4</a>	Yes	No
Tactics/EC Academics	12 Months	AFI 11-2RQ-1V1, <a href="#">Chapter 4</a>	No	Yes
Verification	18 Months	AFI 11-2RQ-1V1, <a href="#">Chapter 3</a> and <a href="#">Chapter 4</a>	No	Yes (no BMC)
CRM	24 Months	AFI 11-2RQ-1V1, <a href="#">Chapter 4</a> ; and AFI 11-290	Yes (Waiver by OG/CC)	No
Intelligence Oversight Program Training	Initial and 12 Months	DoD Dir 5240.1-R and AFI 14-104	No	No
Flying Safety Training	Once per 3 Months	AFI 91-202, <i>The US Air Force Mishap Prevention Program</i>	No	No
Supervisor Safety Training	Initial Only	AFI 91-301, <i>Air Force Occupational and Environmental Safety, Fire Prevention and Health Program</i>	No	No
Marshaling Exam (Pilots)	Initial and after PCS	AFI 11-218, <i>Aircraft Operation and Movement on the Ground</i>	No	No
<b>AIR FORCE AWARENESS PROGRAM TRAINING</b>				
Protection of the President and Others	After PCS	AFI 71-101V2, <i>Protective Service Matters</i>	No	No
US/Russia Prevention of Dangerous Military Activities	Initial, 12 Months, and Pre-deployment	CJCSI 2311.01 and Flight Information Handbook	No	No
Fire Extinguisher	Initial upon PCS	AFOSHSTD 91-56, <i>Fire Protection and Prevention</i>	No	No
Code of Conduct	24 Months	AFI 36-2209, <i>Survival and Code of Conduct Training</i>	No	No

Subject	Frequency	Reference Directive	Grounding	Affect CMR
Law of Armed Conflict	12 Months	AFPD 51-4, <i>Compliance with the Law of Armed Conflict</i> ; AFI 51-401, <i>Training and Reporting to Ensure Compliance with the Law of Armed Conflict</i>	No	No
Substance Abuse Education	After PCS	AFI 44-121, <i>Alcohol and Drug Abuse Prevention and Treatment (Adapt) Program</i>	No	No
Military Equal Opportunity Newcomers' Orientation	After PCS	AFI 36-2706, <i>Military Equal Opportunity and Treatment Program</i>	No	No

**4.3. Flying Training.** Crewmembers will accomplish the requirements in [Table 4.2.](#) and [Table 4.3.](#) as applicable to their crew position. Failure to accomplish the requirements in [Table 4.3.](#) will not affect BAQ, BMC, or CMR status, but will require additional training as determined by the SQ/CC. If any sortie or event requirement from [Table 4.3.](#) is subsequently added in the RAP tasking message, it becomes a requirement for BMC and CMR status (as specified in the RAP Tasking Message). In addition, crewmembers must meet the following requirements for BAQ, BMC, and CMR status:

**4.3.1. Basic Aircraft Qualification Requirements:**

4.3.1.1. Qualification Evaluation IAW AFI 11-202V2 and AFI 11-2RQ-1V2.

4.3.1.2. Currencies (as applicable) IAW paragraph [4.6.](#)

4.3.1.3. BAQ pilots will fly a supervised sortie (with a squadron supervisor or instructor) at least once every 60 calendar days. In addition, if a BAQ pilot does not fly for 30 days (inexperienced) or 45 days (experienced), fly the next sortie with a squadron supervisor or an instructor.

4.3.1.4. Crewmembers (except general officers) who remain in BAQ status for more than 6 months will be grounded, unless currently enrolled in a program to achieve CMR/BMC (waiver authority: HQ ACC/DO).

**4.3.2. Basic Mission Capable Requirements:**

4.3.2.1. Mission Evaluation IAW AFI 11-202V2 and AFI 11-2RQ-1V2.

4.3.2.2. Currencies IAW paragraph [4.6.](#)

4.3.2.3. Ground training requirements related to applicable RAP sorties/events.

4.3.2.4. Sortie rate (lookback) IAW [Table 1.1.](#) and paragraph [4.7.1.](#) (N/A for above-wing-level crewmembers.)

4.3.2.5. RAP sorties, mission types, and events IAW the procedures set forth in this volume and the RAP tasking message.

**4.3.3. Combat Mission Ready Requirements:**

- 4.3.3.1. Performance satisfactory to the SQ/CC.
- 4.3.3.2. Mission Evaluation IAW AFI 11-202V2 and AFI 11-2RQ-1V2.
- 4.3.3.3. Sortie rate (lookback) IAW [Table 1.1](#) and paragraph [4.7.1](#).
- 4.3.3.4. RAP sorties, mission types, and events IAW this volume and the RAP tasking message.
- 4.3.3.5. Currencies IAW paragraph [4.6](#).
- 4.3.3.6. Ground training IAW paragraph [4.2](#) and [Table 4.1](#).
- 4.3.3.7. Verification IAW paragraph [4.2.6](#).

#### **4.3.4. Special Capabilities/Qualification Requirements:**

- 4.3.4.1. Specialized training IAW [Chapter 5](#) and guiding syllabi.
- 4.3.4.2. Sortie requirements IAW this volume or the RAP tasking message.
- 4.3.4.3. Failure to accomplish the requirements specified in this document or the RAP tasking message requires loss of designation/qualification.
- 4.3.4.4. Recertification/Requalification is IAW paragraph [4.8.4](#).

#### **4.3.5. Designated Training (TF-Coded) Aircraft Unit Requirements:**

- 4.3.5.1. Crewmembers assigned or attached to TF-coded units will fly at the BMC rate and accomplish the non-RAP BMC requirements in [Table 4.3](#). For instructors, failure to accomplish these requirements does not affect instructor status, but requires additional training as determined by the SQ/CC before resuming instructor duties in delinquent event(s).
- 4.3.5.2. Ground training as directed by the SQ/CC.
- 4.3.5.3. Mission/Instructor Evaluation, as applicable, IAW AFI 11-202V2 and AFI 11-2RQ-1V2.

**4.3.6. Instrument Flying Training.** Units will develop and implement an instrument flying training program to ensure instrument proficiency including briefings on recognition and how to deal with spatial disorientation, unusual attitude recoveries, and transition from visual to instrument conditions.

- 4.3.6.1. Pilots may accomplish RAP events on an LPS provided accomplishment does not interfere with the primary goal of instrument and proficiency training. Pilots should practice transition from instrument to visual references on all instrument approaches.
- 4.3.6.2. Units will develop theater-specific instrument academic programs for inclusion in their pre-deployment spin-up training programs. Units will include a course on flight operations in icing conditions with emphasis on the RQ-1 standard/anti-ice wing limitations and capabilities in their theater-specific instrument academic training.

**4.3.7. Electronic Combat.** The objective of EC training is to enhance crewmember ability to conduct operations in an electronic environment. Flying training missions typically should include EC-oriented operations and considerations. Units must make every effort to maximize effective use of limited assets as well as instill awareness and actions appropriate to the EC environment.

**Table 4.2. RAP Annual Sortie/Event Requirements.**

REQUIREMENT	BAQ	BMC	CMR	REMARKS
<b>INEXP/EXP</b>				
<b>Pilot Sorties</b>				
Basic Proficiency Sortie (BPS)		24/14	30/18	
Mission Scenario Sortie (MSS)		44/34	54/42	
Total RAP Sorties		68/48	84/60	TF-coded unit instructors require 48 sorties minimum.
<b>Pilot Events</b>				
Synthetic Aperture Radar (SAR) Procedures		4/2	4/2	Note 1
<b>Sensor Operator Sorties</b>				
BPS		14/10	18/12	
MSS		38/30	48/36	
Total RAP Sorties		52/40	66/48	TF-coded unit instructors require 40 sorties minimum.
<b>Sensor Operator Events</b>				
Data Exploitation, Mission Planning, and Communication (DEMPC) Mission Planning		36/24	48/32	Note 1
DEMPC Target Acquisition		48/36	72/48	Note 1
Ku Target Acquisition		48/36	72/48	Note 1
Mode 1 SAR Target Acquisition		36/24	48/32	Note 1
SAR Procedures		12/6	16/8	Note 1
<b>NOTE:</b> 1. IPs or ISOs may log this event while instructing.				

**Table 4.3. Non-RAP Annual Requirements.**

REQUIREMENT	BAQ	BMC	CMR	REMARKS
<b>Pilot Sorties (INEXP/EXP)</b>				
LPS		6/4	6/4	Notes 1 & 6
<b>Pilot Events (INEXP/EXP)</b>				
Night Nose Camera Low Approach		4	4	
Emergency Mission Planning and Execution		2/1	2/1	Notes 2 and 3
Ku Procedures		6/4	6/4	Note 3
Precision Approach		16	16	
Non-Precision Approach		16	16	
<b>SO Events (INEXP/EXP)</b>				



REQUIREMENT	BAQ	BMC	CMR	REMARKS
Ku Procedures		20/12	24/16	Note 3
<b>OFT</b>				
CW (Pilots & SOs)		1	1	Note 4
EPs (Pilots & SOs)		2	2	Notes 5 and 6
<b>NOTES:</b> <ol style="list-style-type: none"> <li>1. IPs must fly two of the four required LPSs with another IP.</li> <li>2. May be accomplished in the OFT. Requires an IP in flight.</li> <li>3. Instructors may log this event while instructing.</li> <li>4. CW OFT sorties may be conducted in conjunction with other OFT requirements.</li> <li>5. SEFEs, IPs, and ISOs may log these missions when administering an EP evaluation (EPE) or EP OFT.</li> <li>6. Requires instructor supervision. Squadron commanders may designate experienced non-IP pilot squadron supervisors (flight commander or above) as qualified to supervise EPEs/LPSs. Designated squadron supervisors may supervise LPSs only for pilots current in LPS. Pilots regaining currency in LPS must be supervised by an IP.</li> </ol>				

#### 4.4. Special Categories:

**4.4.1. Flight Surgeon.** Flight surgeons may participate in continuation training missions as observers. Units will develop appropriate continuation training mission orientation programs for assigned flight surgeons.

#### 4.4.2. Above-Wing-Level Crewmembers:

4.4.2.1. Mission Directed Training (MDT) for HHQ personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. HQ ACC Division Chiefs are the reviewing authorities for assigned personnel. They will:

4.4.2.1.1. Coordinate with the supporting agency to ensure maintenance of appropriate AFORMS data and provide that data IAW AFI 11-401.

4.4.2.1.2. Review assigned crewmember accomplishments and currencies prior to authorizing participation in MDT.

4.4.2.1.3. Provide each crewmember with written documentation specifying the authorized sortie types and events the crewmember may fly. Above-wing-level crewmembers who fly with only one unit may receive this from their attached unit commander.

4.4.2.2. HHQ flying personnel maintaining BMC status are exempt from academic ground training, CW training, and special training programs within authorized mission areas. Provide specific currencies to the host squadron and HHQ supervisors will determine crewmember qualifications to participate in squadron scenarios for MDT.

4.4.2.3. Crewmembers will:

4.4.2.3.1. Review accomplishments and currencies for accuracy.

4.4.2.3.2. Submit qualification and authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

4.4.2.3.3. Evaluate the demands of each mission scenario and ensure that they do not exceed their ability and proficiency.

4.4.2.4. With the concurrence of the OG/CC, instructor-qualified crewmembers may perform instructor duties provided they have qualification and currency for the applicable missions and events.

#### **4.5. Multiple Qualification/Currency:**

4.5.1. HQ ACC/DO may authorize qualification in more than one mission design series (MDS) for crewmembers only when command mission requirements direct such action and dual qualification is economically justifiable. MAJCOMs cannot delegate this authority. Unless required for unit mission accomplishment, commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft.

4.5.1.1. Submit RQ-1 multiple qualification requests through command channels to HQ ACC/DO. All requests must contain full justification. Units will provide multiple qualification approval to the appropriate host base flight management office. Do not authorize flight accomplishments until aircraft assignment is updated in AFORMS.

4.5.1.2. Individually authorized multiple qualifications are valid as long as the individual remains assigned to the specific position and aircraft unless rescinded by HQ ACC/DO.

4.5.2. Multiple qualification is not appropriate for senior wing supervisors of units with different types of aircraft. Wing commanders (WG/CCs) will qualify in only one of their wing's aircraft. Either the wing vice commander (WG/CV) or OG/CC should qualify in another of the wing's aircraft (not the one selected by the WG/CC). Comply with MAJCOM policy on senior supervisor familiarization flights.

4.5.3. Crewmembers qualified in multiple aircraft will satisfy at least 50 percent of the sortie requirements of their primary aircraft in that aircraft. If CMR, they will meet all RAP sortie and event requirements of the primary aircraft. In addition, crewmembers will fly an equitable distribution of emergency patterns, instrument sorties, penetrations, non-precision approaches, and precision approaches in each MDS to fill their non-RAP requirements.

4.5.4. Crewmembers qualified in multiple aircraft will fly at least once each 45 days in each aircraft. They will comply with all other currency requirements for each aircraft.

4.5.5. Crewmembers must complete conversion training IAW an approved syllabus.

#### **4.6. Currencies/Recurrencies/Requalification:**

**4.6.1. Currency.** [Table 4.4.](#) defines currency requirements for all RQ-1 crewmembers. If a crewmember loses a particular currency, the individual may not perform that sortie or event except for the purpose of regaining currency as noted.

**Table 4.4. RQ-1 Crewmember Currencies.**

EVENT	INEXP	EXP	AFFECTS CMR	TO REGAIN CURRENCY FLY	NOTE
<b>Pilot Sorties</b>					
LPS	60	Quarterly	No	LPS	1 & 6
<b>Pilot Events</b>					
Launch Procedures (A)	30	45	No	Event	1, 5, & 7
Launch Procedures (B)	30	45	No	Event	1, 5, & 7
Takeoff	30	45	No	Event	1 & 5
Engine-out Pattern	30	45	No	Event	1 & 6
Instrument Approach	30	45	No	Event	1
Nose Camera Ldg	30	45	No	Event	1, 4, & 6
Infrared (IR) Landing	30	45	No	Event	1, 4, & 6
Instructor	N/A	60	No	Event	2
RQ-1A	30	45	No	Sortie	1 & 8
RQ-1B	30	45	No	Sortie	1 & 8
<b>Sensor Operator Events</b>					
Target Acquisition	30	45	No	Event	3
Launch Procedures (A)	45	60	No	Event	1, 5, & 7
Launch Procedures (B)	45	60	No	Event	1, 5, & 7
Landing Procedures	30	45	No	Event	1, 5, & 6
Menu Drills	15	30	No	Event	3
Instructor	N/A	60	No	Event	2

EVENT	INEXP	EXP	AFFECTS CMR	TO REGAIN CURRENCY FLY	NOTE
<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. Supervision level for recurrency is an IP or ISO qualified and current in sortie/event.</li> <li>2. Instructor currency is 60 days. Non-currency for 61-180 days requires a recurrency flight with an instructor. Non-currency for 181 days &amp; more requires a flight evaluation.</li> <li>3. The supervision level for recurrency is an SO, current and qualified in the event. Non-currency for over 90 days requires ISO supervision for recurrency.</li> <li>4. Refer to AFI 11-2RQ-1V3, <i>RQ-1--Operations Procedures</i>, Chapter 3, for guidance on pilot authorization to perform touch-and-go landings.</li> <li>5. Instructors may log this event for currency when they instruct it.</li> <li>6. Must be current in this event to fly unsupervised regardless of mission profile.</li> <li>7. Crews may update currency or obtain recurrency (Note 1 applies) in the OFT. Requires pilot and SO to perform the event as a crew with a third crewmember acting as the crew chief. Crews/instructors may update this currency or obtain recurrency once in the OFT, then the next update must be an actual launch.</li> <li>8. Pilots flying both the RQ-1A and RQ-1B must maintain takeoff and landing currency in each system. To log currency or obtain recurrency (Note 1 applies except pilots current in one system and non-current in the other may obtain recurrency in the delinquent system under the supervision of an IP or designated pilot squadron supervisor), pilots must accomplish at least one takeoff, a go-around, and at least one full-stop or touch-and-go landing. Pilots non-current in both the RQ-1A and RQ-1B must fly an LPS with an IP in only one of the systems before obtaining takeoff, go-around, landing currency with an IP or a designated pilot squadron supervisor in the other system.</li> </ol>					

**4.6.2. Recurrency.** Crewmembers require recurrency whenever they exceed a currency requirement in this volume.

4.6.2.1. Crewmembers must satisfy overdue training requirements before performing tasks applicable to the type of training in which delinquent. Training annotated as affecting CMR status will require regression to N-CMR until accomplishing appropriate training as specified by SQ/CC. Training identified as not affecting CMR status does not require regression from CMR, although it may result in grounding until completing training. The duration of grounding and status of sortie lookback will determine the effect on CMR status.

4.6.2.2. Unless otherwise specified, the SQ/CC determines supervisory requirements pertaining to recurrency.

**4.6.3. Landing/Sortie Recurrency.** Loss of landing/sortie currency requires the following action (timing starts from last landing/sortie):

**4.6.3.1. 31-90 (46-90 for Experienced) Days.** Regain landing/sortie currency. Supervision level is an instructor qualified and current in the sortie/event.

**4.6.3.2. 91-135 Days.** Same as paragraph [4.6.3.1](#) above, plus instructor supervised OFT including:

4.6.3.2.1. For CMR crewmembers: tactics, normal, instrument, and emergency procedures.

4.6.3.2.2. For BMC crewmembers: normal, instrument, and emergency procedures.

**4.6.3.3. 136-210 Days.** Same as paragraph [4.6.3.2](#) above, plus qualification and tactical written examinations and EPE.

**4.6.3.4. 211 or More Days.** Sorties/events/OFTs as determined by the SQ/CC, plus qualification and tactical written exams, EPE, and qualification/mission flight evaluation.

**4.6.4. Loss of/Requalification to Instructor Status.** Decertify instructors if:

4.6.4.1. They fail a flight check. To regain instructor status, the instructor must successfully complete a flight evaluation IAW AFI 11-202V2 and AFI 11-2RQ-1V2.

4.6.4.2. They fail a qualification, instrument, or tactical examination. To regain instructor status, the instructor must successfully accomplish the written exam.

4.6.4.3. Their instructor currency expires. To regain status, see [Table 4.4](#).

4.6.4.4. They become non-current in an event/sortie that causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require de-certification. If the SQ/CC does not elect this option or if the instructor becomes non-current in events/sorties which do not require removal from CMR/BMC status, the individual may retain instructor status, but the instructor will not instruct in that event/sortie until regaining the required currency.

## **4.7. Regression:**

**4.7.1. CMR/BMC Regression for Failure to Meet Lookback.** Use only RAP training and contingency operations sorties for lookback. If crewmembers do not meet lookback requirements throughout the training cycle, SQ/CCs may regress them to N-CMR/N-BMC status, as applicable, remove them from a CMR manning position, or initiate action to remove them from active flying status.

4.7.1.1. Failure to meet 1-month RAP/contingency operations sortie lookback requires a review of the crewmember's 3-month sortie history. If the crewmember meets the 3-month lookback, the crewmember may, at SQ/CC discretion, remain CMR/BMC. Failure to meet the 3-month lookback will result in regression to N-CMR/N-BMC status as appropriate, or the SQ/CC may place the crewmember in probation status for 1 month. If the SQ/CC chooses probation, the only way to remove a crewmember from probation and preserve the current status is to reestablish a 1-month lookback at the end of the probation period. (See [Figure 4.1](#).)

4.7.1.2. CMR/BMC crewmembers regressed to N-CMR/N-BMC for lookback must complete a SQ/CC-approved re-certification program to return the crewmember to CMR/BMC standards. Upon completion of the re-certification program, the CMR/BMC crewmember also must meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. Units may credit the sorties and events accomplished during the re-certification program toward the individual's total and type sortie and event requirements for the training cycle as well as for the monthly sortie requirement.

4.7.1.3. Lookback computations begin following SQ/CC designation of the crewmember to BMC or CMR. The crewmember must maintain 1-month lookback until establishing a 3-month lookback. If a new CMR/BMC pilot fails to meet 1-month lookback while establishing 3-month lookback, SQ/CCs may apply probation rules as described in paragraph 4.7.1.1. In addition, 1-month lookback starts the first full month of CMR/BMC status.

**4.7.2. Unqualified Crewmember Evaluations.** Handle crewmembers who fail a qualification, instrument, or mission evaluation IAW AFI 11-202V2. Crewmembers will regress to N-CMR or N-BMC as applicable. These crewmembers will remain N-CMR/N-BMC until successfully completing required corrective action, a reevaluation, and are re-certified by the SQ/CC.

**4.7.3. Failure to Maintain Flying Standards.** If a qualified crewmember demonstrates lack of proficiency or knowledge during CT (not related to a flight evaluation) the SQ/CC may elect to regress the individual to N-CMR or N-BMC as applicable. These crewmembers will remain N-CMR/N-BMC until successfully completing corrective action as determined by the SQ/CC, an evaluation if required, and are re-certified by the SQ/CC.

**4.8. End of Cycle Requirements.** Crewmembers who fail to complete sortie and/or event requirements of this volume by the end of the training cycle may require additional training depending on the type and magnitude of the deficiency. Refer to paragraph 4.9. to determine if the unit may prorate some of these requirements. In all cases report training shortfalls IAW paragraph 1.12.

4.8.1. Crewmembers who fail to meet the total annual RAP sortie requirement may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if these crewmembers require additional training.

4.8.2. Crewmembers who fail to meet annual non-RAP sortie and/or event requirements may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if these crewmembers require additional training.

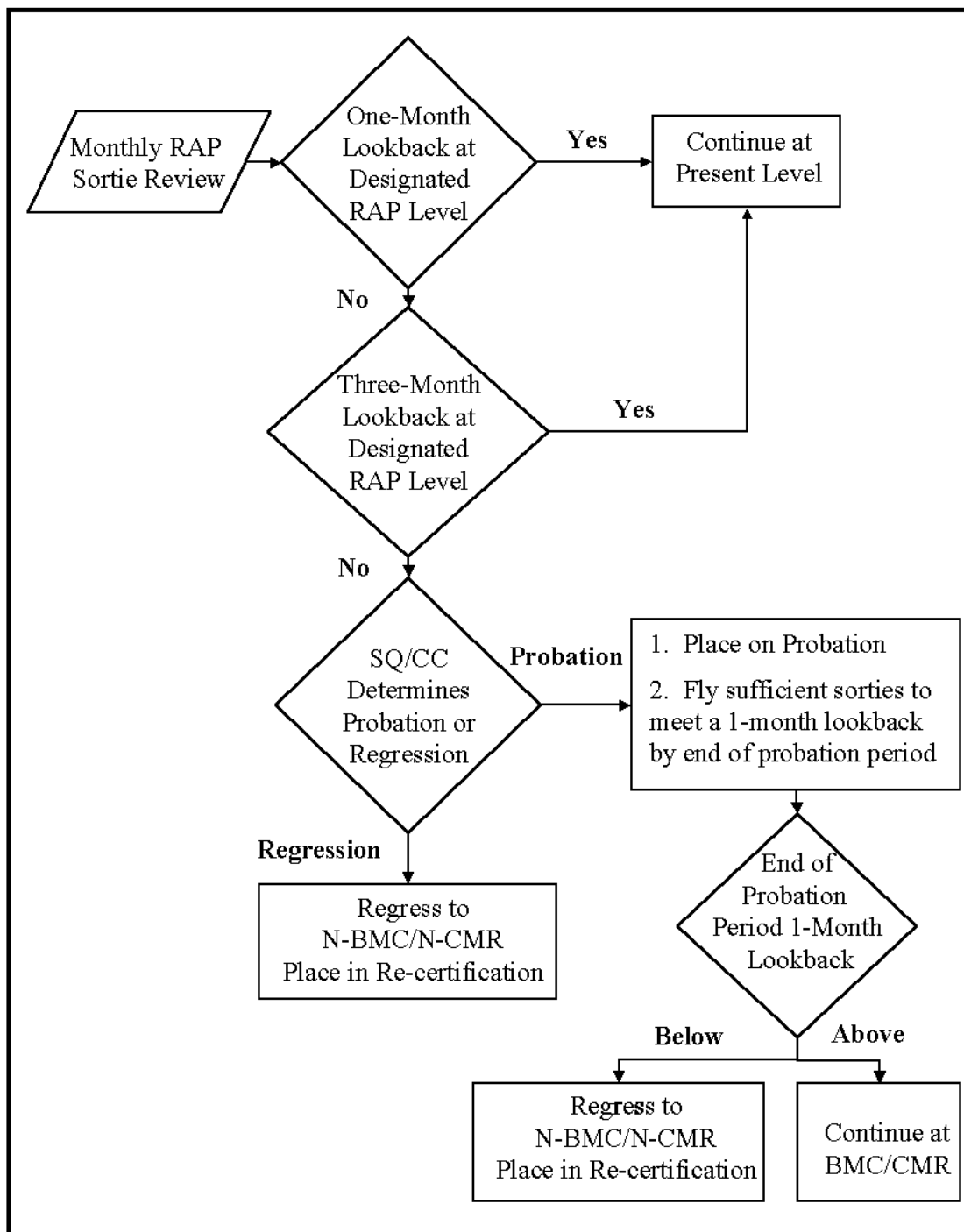
4.8.3. Failure to meet RAP Sortie-Type Requirements will result in the following:

4.8.3.1. Regression to N-CMR/N-BMC if the SQ/CC determines that the sortie type deficiency is significant. To regain CMR/BMC, the crewmember will complete all deficient sortie types. Units may count these sorties against the total requirements for the new training cycle.

4.8.3.2. Continuation at CMR/BMC if the crewmember maintains total RAP sorties and lookback and the SQ/CC deems the sortie type deficiencies insignificant.

4.8.4. Failure to accomplish sorties required for Special Certification/Qualifications will result in loss of that certification/qualification. The SQ/CC will determine re-qualification requirements.

Figure 4.1. Regression Flow Chart.



**4.9. Proration of End-of-Cycle Requirements.** At the end of the training cycle, the SQ/CC may prorate all training requirements when duties not to involve flying (DNIFs), emergency leaves, non-flying temporary duty (TDY)/exercises, and/or combat contingency deployments preclude training for a portion of the training period. Do not consider normal annual leave as non-availability. Units may consider extended bad weather that precludes the unit from flying for more than 15 consecutive days as non-availability. The following guidelines apply:

**4.9.1.** Only use proration to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

**4.9.2.** Base proration on cumulative days of non-availability for flying during the training cycle. Use **Table 4.5.** to determine the prorated number of months based on cumulative calendar days of non-availability. Use **Table 4.6.** to determine the number of training events to be accomplished after identifying the prorated number of months.

**Table 4.5. Proration Allowance.**

Cumulative Days of Training Non-Availability	Months of Proration Allowed
0 - 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
166 - 195	6
195-210 (225 Exp)	7
211 (226 Exp) and over	See Paragraph <b>4.6.3.4.</b>

**Table 4.6. Annual Training Events Proration.**

Annual Requirement	Number of Months Remaining After Proration											
	11	10	9	8	7	6	5	4	3	2	1	0
	Prorated Requirement											
<b>1</b>	1	1	1	1	1	1	0	0	0	0	0	0
<b>2</b>	2	2	2	1	1	1	1	1	1	0	0	0
<b>3</b>	3	3	2	2	2	2	1	1	1	1	0	0
<b>4</b>	4	3	3	3	2	2	2	1	1	1	0	0
<b>5</b>	5	4	4	3	3	3	2	2	1	1	0	0
<b>6</b>	6	5	5	4	4	3	3	2	2	1	1	0
<b>7</b>	6	6	5	5	4	4	3	2	2	1	1	0
<b>8</b>	7	7	6	5	5	4	3	3	2	1	1	0
<b>9</b>	8	8	7	6	5	5	4	3	2	2	1	0
<b>10</b>	9	8	8	7	6	5	4	3	3	2	1	0
<b>11</b>	10	9	8	7	6	6	5	4	3	2	1	0
<b>12</b>	11	10	9	8	7	6	5	4	3	2	1	0



Annual Requirement	Number of Months Remaining After Proration											
	11	10	9	8	7	6	5	4	3	2	1	0
	Prorated Requirement											
13	12	11	10	9	8	7	5	4	3	2	1	0
14	13	12	11	9	8	7	6	5	4	2	1	0
15	14	13	11	10	9	8	6	5	4	3	1	0
16	15	13	12	11	9	8	7	5	4	3	1	0
17	16	14	13	11	10	9	7	6	4	3	1	0
18	17	15	14	12	11	9	8	6	5	3	2	0
19	17	16	14	13	11	10	8	6	5	3	2	0
20	18	17	15	13	12	10	8	7	5	3	2	0

4.9.3. If a crewmember is non-available for training and loses currency requiring a tailored training program plus a flight evaluation IAW paragraph 4.6.3.4., then the individual's training cycle will start over at a prorated share following completion of the flight evaluation.

4.9.4. An example of proration for non-availability is that Captain Jones took 17 days of emergency leave in January and then attended in-residence Squadron Officers School (SOS) from March through April for 56 consecutive calendar days. His SQ/CC authorized a total of two months (17 days emergency leave plus 56 days at SOS equals 73 cumulative days) of proration from his training.

4.9.5. Round prorated numbers resulting in fractions of less than 0.5 to the next lower whole number, but prorate no requirement below one.

4.9.6. Consider newly assigned/converted crewmembers and crewmembers achieving CMR/BMC after the 15th of the month to be in CT on the first day of the following month for proration purposes. Units may prorate events and sorties for the remainder of the training cycle. Crewmembers must complete a prorated share of RAP sorties in CT.

4.9.7. SQ/CCs may prorate a crewmember's last month on station prior to departing permanent change of station (PCS) provided they do not exceed one month's proration. Units may consider individuals departing PCS CMR for reporting purposes for 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

4.9.8. Contingency operations may have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed may place a burden on the unit, forcing the unit to accomplish the majority of its CT program in a reduced period of time at home station. Units may log sorties flown during contingency operations as RAP sorties or contingency operations sorties. The following proration procedures provide flexibility in accomplishing the unit's CT program:

**4.9.8.1. RAP Sorties During Contingencies.** Because the training quality of missions flown at contingency locations may vary considerably, units may log sorties flown at contingency locations that provided valid training as RAP sorties. Events accomplished on these sorties count toward RAP event requirements, and units may not prorate these sorties/events upon return to home station.

**4.9.8.2. Contingency Operations Sorties.** If missions flown at a contingency location do not provide valid RAP training, log the missions as Contingency Operations sorties and do not count them toward annual RAP requirements. Units may use Contingency Operations sorties for lookback purposes. RAP events logged during Contingency Operations sorties do not count toward annual RAP requirements, but may update currencies. After returning from contingency operations where Contingency Operations sorties are logged, units will prorate RAP sorties and events for the period of time each individual was deployed. In addition, units may prorate for the deployment preparation and deployment recovery time where HQ ACC reduces home station flying.

**4.9.8.3. Post-Contingency Proration.** Upon return from contingency operations, compute proration by calculating the total proratable sorties for the entire deployment, and then subtracting the number of valid RAP sorties. The result is the allowable sortie proration. Negative numbers equal zero. Prorate events at SQ/CC discretion based on the events accomplished during valid RAP sorties.

#### **4.10. Regaining CMR/BMC Status:**

4.10.1. If a crewmember loses CMR/BMC status due to failure to meet the end of cycle event requirements, requalification is IAW paragraph 4.7.

4.10.2. If a crewmember loses CMR/BMC status due to failure to meet lookback IAW paragraph 4.7., the following applies (timing starts from the date the crewmember came off CMR/BMC status):

**4.10.2.1. Up to 90 Days.** The crewmember must complete a SQ/CC directed re-certification program IAW paragraph 4.7.1.2. In addition, the crewmember must regain all RAP event currencies. The SQ/CC will approve any other additional training prior to re-certification to CMR.

**4.10.2.2. 91-180 Days.** Same as 4.10.2.1 above, plus Stan/Eval-generated qualification and tactical written examinations.

**4.10.2.3. 181 Days and Beyond.** Sorties, events, OFTs, and ground training as determined by the SQ/CC, plus qualification and tactical written exams, EPE, and qualification/mission flight evaluation. The individual's training cycle will start over at a prorated share following completion of the flight evaluation.

**4.11. Example of the Lookback, Regression, Proration, and Requalification Process.** Captain Smith is an experienced CMR crewmember with a 1- and 3-month lookback requirement of 5 and 15 RAP sorties respectively. On February 3, Captain Smith flew an MSS prior to departing for a non-flying TDY staff tour for two months. Captain Smith reported back for flight duty on 6 April. What is Captain Smith's status throughout the TDY and on return to flying duty?

4.11.1. The SQ/CC wanted to list Captain Smith as a countable CMR crewmember for reporting purposes throughout the TDY. Therefore, on 1 March, Captain Smith's Flight Commander (FLT/CC) performed the mandatory 1-month lookback (February). Captain Smith only flew one RAP sortie, failing the 1-month lookback. The FLT/CC then performed a 3-month lookback (Dec, Jan, and Feb). This 3-month lookback showed that Captain Smith flew only 12 sorties for the period. Had Captain Smith flown three more sorties, the SQ/CC could continue him at CMR. However, with 12 sorties, Captain Smith did not meet the 3-month lookback for a CMR crewmember. The SQ/CC could regress Captain Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.11.2. The SQ/CC carried Captain Smith on one month's probation. On 1 April, Captain Smith's 1-month lookback (March) was zero sorties. The SQ/CC must now regress Captain Smith to N-CMR. When Captain Smith returns on 6 April, the SQ/CC must place him in a re-certification program. Upon completing this program, Captain Smith must then reestablish a 1-month lookback by 1 May. Failing to reestablish a 1-month lookback by 1 May forces the unit to report Captain Smith N-CMR one more month until the next lookback process on 1 June.

4.11.3. If Captain Smith had returned on 22 March and had last landed 48 days ago, he could fly a BPS with an instructor to regain sortie and landing currency. For CMR purposes, Captain Smith must fly 5 RAP sorties to recapture a 1-month lookback and achieve removal from probation. Although Captain Smith was still CMR in March, the SQ/CC elected to fly him with an instructor on an LPS instead of a BPS in order to regain launch procedure, landing, and engine-out pattern currencies.

4.11.4. At the end of the training cycle on 30 June, the SQ/CC prorated two months of Captain Smith's total requirements. In spite of this proration, Captain Smith was deficient in one RAP sortie category. The SQ/CC could regress Captain Smith to N-CMR, if deemed significant. After he accomplished the tailored re-certification program (the deficient sorties), the SQ/CC re-certified Captain Smith to CMR. This training counts for the new training cycle.

## CHAPTER 5

### SPECIALIZED TRAINING

**5.1. General.** This chapter outlines duties and responsibilities for units to upgrade, qualify, and maintain proficiency and currency for special capabilities and special qualifications. These capabilities and qualifications are in addition to core missions for the unit and do not apply to every crewmember assigned or attached to the unit.

**5.2. Pilot Touch-and-Go Landing Certification.** Use the following procedures to certify pilots to perform unsupervised touch-and-go landings.

5.2.1. Upon completion of the initial qualification flight evaluation, the SEFE may recommend a pilot to the SQ/CC for touch-and-go landing certification. If approved by the SQ/CC, those pilots who displayed strong landing aptitude will be certified for touch-and-go landings. Pilots who are not specifically recommended by the SEFE will complete certification when recommended by their Flight/CC and approved for entry by their SQ/DO. Pilots selected for touch-and-go landing certification will fly a minimum of two upgrade training LPSs with an IP. The LPSs are documented on gradesheets and filed in the individual's training folder. The final sortie is a certification flight and the IP will document the recommendation for certification on the gradesheet.

5.2.2. The SQ/CC approves touch-and-go landing certification in writing and designates the certification on the letter of Xs.

5.2.3. Touch-and-go landings by non-certified pilots require IP supervision.

**5.3. Pre-Deployment Training.** Conduct this training prior to deploying in support of contingency operations (if time permits) or exercises. The objective of this training is to ensure crewmembers' ability to conduct all missions in support of expected tasking. For contingency operations, units are responsible for contacting appropriate gaining command/operations to determine expected mission tasking. For exercises, units are responsible for referring to appropriate exercise plans (EXPLANS) and contacting appropriate exercise points of contact prior to deployment to determine expected mission tasking. These EXPLANS include COMACC EXPLANS 80 for Red, Green, Maple, and Coalition Flags, EXPLANS 323 for Air Warrior 1, and EXPLANS 163 for Air Warrior 2. Prior coordination ensures unit preparation for the appropriate tasking and allows the responding OG/CC to tailor spin-up training for the theater, threat, and tactics for the assigned task. The SQ/CC is then responsible for implementing spin-up training, prosecuting the required missions, and determining the specific requirements necessary to reach the desired level of proficiency. Units will place emphasis on training needed for missions not accomplished in daily operations. Conduct spin-up training IAW all applicable instructions.

**5.3.1. Attached/Augmenting Crewmembers.** Crewmembers not assigned to the deploying squadron must receive spin-up training as determined by the deploying SQ/CC. This requirement applies to all attached crewmembers (OG/WG/HQ staffs, etc.), and all crewmembers augmenting from other squadrons (operational or FTU). The objective of this spin-up training is to ensure attached/augmenting crewmembers are proficient to conduct all missions in support of expected tasking. The deploying SQ/CC determines the amount of spin-up training required for each attached/augmenting crewmember based on the individual's level of proficiency, currency, qualification, experience, etc. For aug-

menting crewmembers, once the augmented SQ/CC determines the amount of spin-up training, the augmentee's SQ/CC is responsible for ensuring spin-up training accomplishment.

**5.3.2. Ground Training.** All applicable crewmembers will complete academic training prior to deployment. Units will brief contingency or exercise Special Instructions (SPINS), Rules of Engagement (ROE)/Training Rules, and command and control. Programs will emphasize deployment airfield capabilities, limitations, approach procedures, and hazards. In addition, cover area environment (weather) and unique operating procedures. The local Combat Weather Team can assist with weather-unique training. MAJCOM intelligence organizations will assist the unit's intelligence functions in the development of threat assessments, training materials, and expected collection tasking.

**5.3.3. Flying Training.** Tailor spin-up training to ensure all deploying crewmembers are proficient, current, and qualified in all expected mission tasking.

**5.3.4. Responsibility.** OG/CCs are responsible for ensuring all participating crewmembers are ready to deploy and are proficient to conduct all missions in support of expected tasking.

**5.4. Form Adopted.** The following Air Force form is adopted for use in this instruction: AF Form 847, **Recommendation for Change of Publication.**

CHARLES F. WALD, Lt General, USAF  
DCS/Air & Space Operations

**ATTACHMENT 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-4, *Aviation Service*

AFPD 51-4, *Compliance with the Law of Armed Conflict*

AFI 10-704, *Military Deception Program*

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-214, *Aircrew and Weapons Director Procedures for Air Operations*

AFI 11-218, *Aircraft Operation and Movement on the Ground*

AFI 11-290, *Cockpit/Crew Resource Management Program*

AFI 11-2RQ-1V2, *RQ-1--Aircrew Evaluation Criteria*

AFI 11-2RQ-1V3, *RQ-1--Operations Procedures*

AFI 11-401, *Flight Management*

AFI 14-104, *Conduct of Intelligence Activities*

AFI 14-105, *Unit Intelligence Mission and Responsibilities*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFMAN 33-326, *Preparing Official Communications.*

AFI 33-360V1, *Publications Management Program*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFI 36-2706, *Military Equal Opportunity and Treatment Program*

AFI 37-124, *The Information Collections Reports Management Program--Controlling Internal, Public, and Interagency Air Force Information Collections*

AFI 37-160V8, *The Air Force Publications and Forms Management Program--Developing and Processing Forms*

AFI 44-121, *Alcohol and Drug Abuse Prevention and Treatment (Adapt) Program*

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 71-101V2, *Protective Service Matters*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention and Health (AFOSH) Program*

AFMAN 11-210, *Instrument Refresher Course Program*

AFMAN 11-217V1, *Instrument Flight Procedures*

AFMAN 11-217V2, *Instrument Flight Procedures*

AFMAN 37-139, *Records Disposition Schedule*

AFOSHSTD 91-56, *Fire Protection and Prevention*

AFPAM 36-2211, *Guide for Management of Air Force Training Systems*

AFTTP 3-1V1, *General Planning and Employment Considerations*

AFTTP 3-1V2, *Threat Reference Guide and Countertactics*

AFTTP 3-1V29, *Tactical Employment--RQ-1*

CJCSI 2311.01, *US/Russia Prevention of Dangerous Military Activities*

DoD Directive 5240.1-R, *Procedures Governing the Activities of DoD Intelligence*

DoD Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report*

### ***Abbreviations and Acronyms***

**AAA**—Antiaircraft Artillery

**ACC**—Air Combat Command

**AFORMS**—Air Force Operations Resource Management System

**BAQ**—Basic Aircraft Qualification

**BMC**—Basic Mission Capable

**BPS**—Basic Proficiency Sortie

**CAF**—Combat Air Forces

**CAS**—Close Air Support

**CB**—Coded--Designated Test Aircraft

**CC**—Commander

**CC**—Coded--Designated Combat Aircraft

**CFETP**—Career Field Education and Training Plan

**CIPTP**—Command Intelligence Personnel Training Program

**CIRVIS**—Communication Instructions for Reporting Vital Intelligence Sightings

**CMR**—Combat Mission Ready

**COMACC**—Commander, Air Combat Command

**CRM**—Cockpit/Crew Resource Management

**CT**—Continuation Training

**CV**—Vice Commander

**CW**—Chemical Warfare

**DCA**—Defensive Counterair

**DEMPC**—Data Exploitation, Mission Planning, and Communication

**DNIF**—Duties Not Involving Flying

**DO**—Operations Officer or Directorate of Aerospace Operations

**DOC**—Designed Operational Capability

**DoD**—Department of Defense

**EC**—Electronic Combat

**EEL**—Essential Elements of Information

**EO**—Electro-Optical

**EP**—Emergency Procedure

**EPE**—Emergency Procedures Evaluation

**EXP**—Experienced

**EXPLAN**—Exercise Plan

**FAC**—Forward Air Controller

**FLT/CC**—Flight Commander

**FTU**—Formal Training Unit

**GCS**—Ground Control Station

**HHQ**—Higher Headquarters

**HQ**—Headquarters

**IAW**—In Accordance With

**ICWT**—Initial Chemical Warfare Training

**INEXP**—Inexperienced

**INFLIGHTREP**—In-flight Report

**INTREP**—Intelligence Report

**IOC**—Initial Operational Capability

**IP**—Instructor Pilot

**IQT**—Initial Qualification Training

**IR**—Infrared



**ISO**—instructor sensor operator  
**IUT**—Instructor Upgrade Training  
**JCS**—Joint Chiefs of Staff  
**JMO (AIR)**—Joint Maritime Operations (Air)  
**LIMFAC**—Limiting Factor  
**LOC**—Lines of Communications  
**LOS**—Line of Sight  
**LPS**—Local Proficiency Sortie  
**MAJCOM**—Major Command  
**MDS**—Mission Design Series  
**MDT**—Mission Directed Training  
**MIJI**—Meaconing, Interference, Jamming, and Intrusion  
**MISREP**—Joint Tactical Air Reconnaissance/Surveillance Mission Report  
**mm**—Millimeter  
**MQT**—Mission Qualification Training  
**MSS**—Mission Scenario Sortie  
**N/A**—Not Applicable  
**N-BMC**—Non-Basic Mission Capable  
**N-CMR**—Non-Combat Mission Ready  
**NLT**—Not Later Than  
**OCA**—Offensive Counterair  
**OFT**—Operational Flight Trainer  
**OG**—Operations Group  
**OG/CC**—Operations Group Commander  
**OPR**—Office of Primary Responsibility  
**OSC**—On-scene Commander  
**PAI**—Primary Aircraft Inventory  
**PCS**—Permanent Change of Station  
**PTT**—Part-Task Trainer  
**RAP**—Ready Aircrew Program  
**RECCE**—Reconnaissance  
**ROE**—Rules of Engagement (Combat only)

**RTRB**—Realistic Training Review Board  
**SAM**—Surface-to-Air Missile  
**SAR**—Synthetic Aperture Radar  
**SEAD**—Suppression of Enemy Air Defenses  
**SEFE**—Standardization/Evaluation Flight Examiner  
**SEPT**—Situational Emergency Procedure Training  
**SO**—Sensor Operator  
**SOS**—Squadron Officers School  
**SPINS**—Special Instructions  
**SQ**—Squadron  
**SQ/CC**—Squadron Commander  
**SQ/DO**—Squadron Operations Officer  
**SUPT**—Specialized Undergraduate Pilot Training  
**TDY**—Temporary Duty  
**TESAR**—Tactical Endurance Synthetic Aperture Radar  
**TF**—Coded--Designated Training Aircraft  
**TOD**—Time-of-Day  
**TRSS**—Training Support Squadron  
**TV**—Television  
**TX**—Transition  
**UMD**—Unit Manning Document  
**USAF**—United States Air Force  
**USAFWS**—United States Air Force Weapons School  
**UTE**—Utilization Rate  
**WG**—Wing  
**WG/CC**—Wing Commander  
**WG/CV**—Wing Vice Commander  
**WOD**—Word-of-Day

### ***Terms***

**Attrition Sortie**—A sortie planned and launched as a RAP training sortie, Non-RAP sortie, or collateral sortie, that, due to some circumstance (weather, in-flight emergency, maintenance, etc.), fails to accomplish the planned mission. It is imperative that units log these sorties properly. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule, and negative impacts

to the quality of unit training programs.

**Basic Aircraft Qualification**—A status of a crewmember who has satisfactorily completed training prescribed to maintain the skills necessary to fly unit aircraft or operate mission systems. The crewmember must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapon system. The crewmember will only carry BAQ until completion of MQT. BAQ is not a permanent qualification except for general officers above the wing level, and any other crewmembers specifically authorized by MAJCOM DO/XO. BAQ crewmembers will not perform RAP-tasks combat event/sorties without instructor crewmembers or SQ supervisor supervision.

**Basic Mission Capable**—The status of a crewmember who has satisfactorily completed training (MQT) prescribed for full qualification to perform the basic unit operational missions, but does not maintain CMR status. Crewmembers accomplish training required to remain familiarized in all, and may maintain qualification and proficiency in some, of the primary missions of their weapon system and unit. These crewmembers may also maintain special capabilities.

**Combat Mission Ready**—A status of a crewmember who has satisfactorily completed training (MQT) prescribed for full qualification to perform the basic unit operational missions, and maintains qualification and proficiency in these missions. All squadron-assigned crewmembers, squadron commanders, operations officers, and OG/CC-designated wing- or group-level positions will maintain this qualification level. EXCEPTION: If a unit is over-manned, they may elect to train the front line of their UMD to CMR with the overage designated as BMC. Units must select inexperienced crewmembers for approximately 50% of their CMR positions.

**Composite Force Training**—Scenarios employing multiple flights of the same or different types of aircraft, each under the direction of its own flight leader, performing the same or different roles. (AFI 11-214, *Aircrew and Weapons Director Procedures for Air Operations*)

**Continuation Training**—Training to maintain proficiency and improve crewmember capabilities to perform unit missions and crewmember proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to CMR and BMC crewmembers.

**Currency**—The minimum frequency required to perform an event or sortie safely.

**Electro-Optical (EO) Sensor Payload**—The EO payload has two components: a variable-zoom (the Day Television [TV]) sensor and the spotter sensor. The Day TV sensor has a variable focal length of 16 mm to 160mm while the spotter sensor has a 955mm focal length capable of National Imagery Interpretability Rating Scale level 6 imagery from 5 to 6 nautical miles.

**Emergency Procedures Evaluation**—An evaluation of crewmember knowledge and responsiveness to critical and non-critical EPs conducted by a SEFE in an OFT, PTT, or the GCS. An EPE may be administered orally if an appropriate training device is not available.

**Experienced Crewmember**—

**Pilots:** An experienced pilot has: 200 hours PAI, or 1000 hours total pilot flying time (not including SUPT time) of which 100 are PAI. PAI does not include "other" time.

**SOs:** An experienced SO has 150 hours PAI or 500 hours total flying time of which 100 hours is PAI. PAI does not include "other" time.

**Infrared Sensor Payload**—The IR payload is either the PtSi or the InSb sensor. The IR payload sensor has three fixed focal lengths of 19mm, 70mm, and 280mm for the PtSi or 11mm, 70mm, and 280mm for

the InSb. The IR sensor also has a doubler lens that when engaged doubles the focal length of the three lenses. It records emitted heat energy in the mid-infrared range and produces monochrome imagery that renders warm or hot features light gray to white and cool or cold features dark gray to black (reversible to hot-black, cold-white).

**Initial Qualification Training**—Training to qualify a crewmember in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for Basic Aircraft Qualification status.

**Instructor Upgrade Training**—Training to qualify a crewmember to perform instructor duties.

**Joint Force Training**—Scenarios employing integrated aerospace, land, and naval forces. Examples include close air support (CAS) with a forward air controller (FAC), airdrop escort, etc.

**Mission Qualification Training**—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for CMR or BMC status.

**Operational Flight Trainer**—A training device that dynamically simulates the flight characteristics of the designated aircraft to train crewmembers in normal cockpit procedures, instrument flight procedures, emergency procedures, and limited combat mission execution. Trainer combines safety of flight operation and some warfighting tasks, and provides skill integration training. (See AFPAM 36-2211, *Guide for Management of Air Force Training Systems*.)

**Part Task Trainer**—Operator trainers that let selected aspects of a task (fuel system operation, hydraulic system operation, radar operation, etc.) be practiced and a high degree of skill developed independently of other elements of the task. (See AFPAM 36-2211.) **Primary Aircraft Inventory**--Aircraft authorized for performance of the operational mission. The PAI forms the basis for allocation of operating resources including manpower, support equipment, and flying-hour funds. The operating command determines the PAI required to meet their assigned missions.

**Proficiency**—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this volume, proficiency also requires currency in the event, if applicable.

**Situational Emergency Procedures Training**—A discussion and review of abnormal and emergency procedures and aircraft systems operations/limitations based on realistic scenarios.

**Specialized Training**—Training in specialized tactics or flight responsibilities such as instructor, etc. Units may conduct this training in MQT or CT, as required.

**Squadron Supervisor**—Squadron Commander, Operations Officers, Assistant Operations Officers, and Flight Commanders.

**Tactical Deception**—Any activity designed to mislead the enemy operational commander by manipulating, distorting, or falsifying evidence, thereby inducing the enemy to act in a manner favorable to our interests or desires (see AFI 10-704, *Military Deception Program*).

**Tactical Endurance Synthetic Aperture Radar (TESAR)**—The TESAR sensor is a synthetic aperture radar that images a 600-1100 meter wide ground swath while the RQ-1 stands off approximately 4.4 to 10.8 kilometers. The TESAR sensor requires a Ku-band satellite communications link for operation.

**Transition/Requalification Training**—Training to qualify crewmembers who were qualified in similar mission aircraft or requalify previously qualified crewmembers in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for Basic Aircraft

Qualification status.

**Verification**—Applies to procedure aimed at verifying and refreshing crewmember tactical employment knowledge, emphasizing conventional operations and mobile targets. Conduct verification in both initial and follow-on phases. Initial verification phase is a formal board proceeding convened to verify individual crewmember knowledge. Continuation training is to reinforce, refresh, and update crewmembers on unit wartime mission/tasking, tactics, and procedures.

## ATTACHMENT 2

### GLOSSARY OF MISSION, SORTIE, AND EVENT DEFINITIONS

#### A2.1. Mission/Sortie Definitions:

**A2.1.1. Basic Proficiency Sortie.** Log BPSs on local or operational missions that include appropriate pre-mission planning, preparation of performance, takeoff and landing data, weather and crew briefings, and post-mission procedures, and the following crew position specific criteria:

**A2.1.1.1. Pilots.** Complete a takeoff and landing or at least one hour of flight time.

**A2.1.1.2. SOs.** Complete at least one hour of flight time as sensor operator and/or DEMPC.

**A2.1.2. Collateral Sorties.** These sorties do not directly relate to combat employment or basic skills training but are necessary for accomplishment of day-to-day unit operations. Functional check flights and air shows are in this category. RAP training does not require these sorties. For the annual training cycle, the MAJCOM allocates units a block of sorties, adjusted for local conditions and circumstances, for these purposes.

**A2.1.3. Contingency Operations Sortie.** A mission flown at a contingency location which does not provide valid RAP training and does not count toward annual RAP requirements. Units may use Contingency Operations sorties for lookback purposes. RAP events logged during Contingency Operations sorties do not count toward annual RAP requirements, but may update currencies.

**A2.1.4. Local Proficiency Sortie.** An LPS is a local training profile for practicing instrument, transition, and emergency procedures. If current in LPSs, fly sortie and maneuvers under the direct supervision of a designated pilot squadron supervisor or an IP. If non-current in LPSs, fly sortie and maneuvers under the direct supervision of an IP. Complete all maneuvers to an acceptable level of proficiency as determined by the IP to log the LPS. If the LPS is incomplete for weather or aircraft malfunction only, the instructor determines whether or not to reaccomplish the entire LPS sortie or just the incomplete events. Credit the LPS upon completion of the last event. An LPS requires scheduling of one hour in the pattern. As an absolute minimum, practice the following: review critical action emergency procedures, one instrument approach, one IR landing, one Day TV landing, one nose camera landing, one simulated engine-out pattern, and one go around. Do not credit an LPS on the same flight as a periodic evaluation (initial evaluation starts LPS currency).

**A2.1.5. Mission Scenario Sortie.** MSSs are combat mission scenario profiles that relate to unit's Designed Operational Capability (DOC) statement requirements. Minimum requirements to credit a MSS are intelligence scenario, combat mission planning, threat evaluation, line-of-sight evaluation, and target prosecution. Acquire four targets in any of the following categories and satisfy applicable essential elements of information (EEI): Search pattern, lines of communications (LOC) search pattern, fixed (point) target acquisition, and mobile target tracking. Only three of the four events may be from the same target category. Accomplish a minimum of one Ad Hoc target.

**A2.1.6. RAP Sortie.** MSSs and BPSs are RAP sorties. Total individual RAP sorties are tracked for sortie lookback. When logging an MSS or BPS, the training tracking program automatically increments a RAP sortie.

**A2.1.6.1. Sortie Logging.** Do not log a BPS and an MSS simultaneously. Crewmembers may log both a BPS and an MSS sortie within a single flight of the RQ-1 aircraft provided the sorties are separate and distinct segments of the flight and all requirements of each sortie type are met.

**A2.1.7. RQ-1A Currency (Pilot).** Pilots flying both the RQ-1A and RQ-1B must maintain takeoff and landing currency in each system. To log currency or obtain recurrency (IP required except pilots current in one system and non-current in the other may obtain recurrency in the delinquent system under the supervision of an IP or designated pilot squadron supervisor) pilots must accomplish at least one takeoff, a go-around, and at least one full-stop or touch-and-go landing. Pilots non-current in both the RQ-1A and RQ-1B must fly an LPS with an IP in only one of the systems before obtaining takeoff, go-around, landing currency with an IP or a designated pilot squadron supervisor in the other system.

**A2.1.8. RQ-1B Currency (Pilot).** Pilots flying both the RQ-1A and RQ-1B must maintain takeoff and landing currency in each system. To log currency or obtain recurrency (IP required except pilots current in one system and non-current in the other may obtain recurrency in the delinquent system under the supervision of an IP or designated pilot squadron supervisor) pilots must accomplish at least one takeoff, a go-around, and at least one full-stop or touch-and-go landing. Pilots non-current in both the RQ-1A and RQ-1B must fly an LPS with an IP in only one of the systems before obtaining takeoff, go-around, landing currency with an IP or a designated pilot squadron supervisor in the other system.

## **A2.2. Events:**

**A2.2.1. Definition.** Unless otherwise specified in these event descriptions, units will determine the necessary parameters for fulfilling and/or logging tasked events. The following define an event:

A2.2.1.1. A specific type of reconnaissance employment performed during a sortie.

A2.2.1.2. Accomplishment of a specific training element, function, or task (e.g., Day TV Landing, Emergency mission planning).

**A2.2.2. Event List.** The following is an alphabetical listing of events to use for fulfilling tasked requirements. In the absence of guidance, units determine the content of tasked events and how often to log them.

**A2.2.2.1. Comm Jam Event.** In-flight operations without use of active anti-jam radios in a communications jamming environment that provide realistic intervals and duration (completion of one target acquisition desired) to counter jamming and/or demonstrate effective chattermark procedures. Limited to logging of one event per sortie.

**A2.2.2.2. Day TV Landing.** A landing accomplished using only the Day TV sensor (without use by the pilot of the nose camera).

**A2.2.2.3. DEMPC Mission Planning.** Provide route planning, terrain clearance, and mission monitoring from the DEMPC position. Define functions of software commands, demonstrate procedures to build EO/IR, Mode 2 SAR and Emergency missions, perform terrain clearance and line-of-sight checks, and identify procedures to send missions to the PSO rack. This event does not have to be accomplished in-flight.

**A2.2.2.4. DEMPC Target Acquisition.** From the DEMPC station, acquire and track mobile or fixed targets. Apply proper search and acquisition techniques. Provide major target area analysis. Direct pilot to assigned target area and provide guidance to SO to acquire target. Accomplish still-frame capture with the greatest magnification possible.

**A2.2.2.5. Emergency Mission Planning and Execution (Pilot).** Demonstrate procedures to build Emergency missions, check for proper default values, perform in-flight updates (to include inserting, changing, and deleting waypoints), and identify procedures to send emergency mission to the aircraft. Demonstrate actual initial LOS Lost Link procedures by turning off uplink to the aircraft in a controlled setting. Track the aircraft through initial turn and climb. May be accomplished in the OFT. If accomplished in-flight, event requires direct supervision of an IP. IPs may accomplish event in-flight without additional IP supervision.

**A2.2.2.6. Engine-Out Pattern.** An emergency pattern accomplished in response to simulated engine failure either down range or in the traffic pattern as described in the flight manual. Practice approaches are flown at idle with the landing gear down and may be flown to landing or low approach.

**A2.2.2.7. HAVE QUICK Event.** The practice of loading the combat or MAJCOM HAVE QUICK training net Word-of-Day (WOD) and world-wide Time-of-Day (TOD). Requires proper radio configuration for HAVE QUICK operation and successful utilization during tactical mission accomplishment. During extended missions, update the TOD from a world-wide master clock if available. Log only one event per sortie.

**A2.2.2.8. Instructor Event.** An event logged by an instructor when performing instructor duties during a sortie, or a portion thereof. The instructor qualification is required and used for the mission itself or a mission element. Examples include upgrade sorties, updating lost currencies, etc. Evaluators will log this event on evaluation sorties. Logging this event updates instructor currency.

**A2.2.2.9. IR Landing.** A landing accomplished using only the IR sensor (without use by the pilot of the nose camera). Pilots may accomplish this requirement during the day or night.

**A2.2.2.10. Joint Force Training.** Scenarios employing integrated aerospace and land/naval forces. Examples include CAS with a FAC, airdrop escort, etc. Individual crewmembers may log only one event per sortie

**A2.2.2.11. Joint Maritime Operations (AIR) [JMO (AIR)].** A JMO (AIR) mission is flying a DOC-tasked mission such as reconnaissance (RECCE), defensive counterair (DCA), offensive counterair (OCA), suppression of enemy air defenses (SEAD), CAS, and others in support of naval objectives. Log a JMO (AIR) training event when the mission is flown in a maritime environment and when the mission is flown in conjunction with Navy/Marine forces or, when the mission is under Navy/Marine command and control. The maritime environment includes the oceans, seas, bays, estuaries, islands, coastal areas, and the airspace above these. A JMO (AIR) training event may be logged when participating with (not against) navy/marine aircraft in Strike University exercises at Fallon Naval Air Station.

**A2.2.2.12. Ku Target Acquisition.** Using Ku in-flight as the aircraft datalink, acquire and track mobile or fixed targets. Apply proper search and acquisition techniques. Provide major target area analysis. Demonstrate funnel navigation and an understanding of sensor resolution factors. Image and hold the tasked target in the field of view allowing still frame capture with the greatest magnification possible.

**A2.2.2.13. Ku Procedures.** Use Ku in-flight as the aircraft datalink. Accomplish Ku Power Up and Power Down checklist procedures either in-flight or on the ground.



**A2.2.2.14. Landing Procedures (SO).** Accomplish the Arrival and Before Landing checklists and observe a full-stop or touch-and-go landing or low approach from the right seat.

**A2.2.2.15. Launch Procedures (pilot).** Accomplish normal procedures checklists from GCS Equipment Power-up through Pre-Takeoff.

**A2.2.2.16. Launch Procedures (SO).** Accomplish normal procedures checklists from GCS Equipment Power-up through Pre-Takeoff from the right seat.

**A2.2.2.17. Menu Drills.** Demonstrate proficiency in the use of main and sub-menu functions. Place emphasis on functions and operations with increased depth in the submenus, tool bar, and pop-up displays. May be accomplished in-flight or by completing an approved menu-drill scenario on a personal-computer-based menu trainer or other suitable training device.

**A2.2.2.18. Mode 1 SAR Target Acquisition.** Execute a mode 1 SAR target mission from the DEMPC position. Desired target must be imaged.

**A2.2.2.19. Night Nose Camera Low Approach.** A low approach flown at night using only the nose camera.

**A2.2.2.20. Non-precision Approach.** Log a non-precision approach when an airport surveillance radar or other approved non-precision approach is briefed and flown. Refer to AFMAN 11-217 V1 & V2, *Instrument Flight Procedures*.

**A2.2.2.21. Nose Camera Landing.** A landing accomplished using the nose camera.

**A2.2.2.22. Precision Approach.** Log a precision approach when a precision approach radar or other approved approach is briefed and flown. Refer to AFMAN 11-217 V1 & V2.

**A2.2.2.23. SAR Procedures (Pilot).** Accomplish either mode 1 or mode 2 SAR runs in-flight. Recommend accomplishing both mode 1 and mode 2, time permitting. Desired targets must be imaged.

**A2.2.2.24. SAR Procedures (SO).** Accomplish SAR In-flight Power Up and Power Down checklists. Accomplish either mode 1 or mode 2 SAR runs in-flight. Recommend accomplishing both mode 1 and mode 2, time permitting. Desired targets must be imaged.

**A2.2.2.25. Takeoff.** Accomplish actual takeoff through After Takeoff and Initial Climb procedures.

**A2.2.2.26. Target Acquisition.** Acquire and track mobile or fixed targets. Apply proper search and acquisition techniques. Provide major target area analysis. Demonstrate funnel navigation and an understanding of sensor resolution factors. Image and hold the tasked target in the field of view allowing still frame capture with the greatest magnification possible. May be accomplished in LOS or Ku datalink or from the DEMPC position.

## **ATTACHMENT 3**

### **VERIFICATION GUIDE**

#### **A3.1. Overview:**

- A3.1.1. Introduction (participants and briefing classification).
- A3.1.2. Mission overview.
- A3.1.3. Status of friendly forces (ground, air and support).

#### **A3.2. Area of Operations:**

- A3.2.1. Geography (topography, population centers, lines of communications, chokepoints and natural obstacles, major visual identification points).
- A3.2.2. Climatology (effects on unit operations, ground troop movements, and in-flight operations).
- A3.2.3. Operating base (location, facilities, procedural constraints, strengths, and limitations).

#### **A3.3. Status Of Enemy Forces:**

- A3.3.1. Ground forces and accompanying air defense threats such as surface-to-air missiles (SAMs); anti-aircraft artillery (AAA); EC; and meaconing, interference, jamming, and intrusion (MIJI), capabilities, strengths and weaknesses.
- A3.3.2. Airborne forces (numbers, locations, capabilities and tactics).

#### **A3.4. Mission Employment Briefing:**

- A3.4.1. Ground operations.
- A3.4.2. Departure (weather contingencies, options).
- A3.4.3. Route of flight (threat analysis, alternatives, fuel requirements, decision points).
- A3.4.4. Target descriptions/EEIs (mission data card and tactics).
- A3.4.5. Egress plan.
- A3.4.6. Lost link/emergency airfield plan.
- A3.4.7. Airspace coordination plan

#### **A3.5. Required Reports And Reporting Procedures.**

## ATTACHMENT 4

## TRAINING SHORTFALL REPORT

**A4.1. Training Shortfall Report.** The following is an example memorandum for reporting training shortfalls: **NOTE:** Detailed instructions on preparation of an official Air Force memorandum can be found in AFMAN 33-326, *Preparing Official Communications*.

Date

MEMORANDUM FORxx OG/CC

FROM: xx SQ/CC

SUBJECT: xx SQ Training Shortfalls

1. Training Shortfalls. Training events and sorties not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events and sorties that affect 15% or greater of the crew force). Provide the following information by event or sortie:

- a. Percent of CMR/BMC crewmembers affected.
- b. Specific reason for the shortfall.
- c. Corrective action (if any).
- d. LIMFACs

2. Commander's Comments. (Open forum for comments to improve the training and reporting system).

Squadron Commander's

Signature Block

1st Ind, xx OG/CC

MEMORANDUM FOR HQ ACC/DOT

205 Dodd Blvd, Suite 101

Langley AFB, VA 23665-2789

OG Commander's

Signature Block